Weather
Probably rainy weather today. The maximum temperature yesterday was 82.8 and the minimum 58.3, the figures for the corresponding day last year being 81.5 and 57.7.

THE CHINA PRESS
大陸報

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WILSON DECLARES LEAGUE PROTECTS CHINA'S INTEGRITY

Assurances Powers Gave Him At Paris Told By President

BELIEVES JAPAN

Pledge Shantung Will Be Returned, He Asserts, Will Be Enforced

ON 'ARTICLE TEN'

Powers Criticised Part Of Covenant Confers Are Explained

(American Press Wireless)

San Francisco, September 17.—That Chinese integrity would be protected by a new international policy under the League of Nations and that he had had assurances from all the Great Powers of this, was the declaration of President Wilson in his speech here on his circle tour.

Japan had given her promise to the Great Powers to return Shantung to the Chinese, he asserted, and that the powers intended to see that this promise was fulfilled under the League organisation.

The President said that he had asked his colleagues specifically at Versailles whether they meant to inaugurate a new policy toward China and they told him they did. Far from being detrimental to China's interest, the President declared, the Treaty of Peace is in reality the first in the world's history to do something for the benefit of China.

In all previous instances of the acquisition of the Chinese territory by other nations, the United States has now protested, he said.

Tells Of Pledges

"Sitting around our council board in Paris, I put this question: May I expect this will be the beginning of a restoration to China of exceptional rights which other governments have enjoyed there?" the President declared, "and the responsible representatives of the other great governments said, "Yes. You may expect it."

"Article Ten, the heart of League Covenant, guarantees the political integrity of not only China, but of the other countries more helpless even than China. Whenever formerly anything was done detrimental to the interests of China, we have approached the governments which did it with apologies. Under the Treaty of Peace and the League of Nation, representatives of the United States now have the right to stand up and say this is against the covenant of peace.

"Should the reply be: 'It can not be done' and the occassion arises we can say it shall be done.

League Is Only Remedy

"The League of Nations will have the full effect of every one of the world's powers in forwarding the final restoration of Shantung to China, President Wilson said, and no other instrumentality of action can be substituted which can bring that result about.

"It will absolutely prevent further spoliation of China and will promote the restoration to China of the several privileges long enjoyed by foreign countries and will assure the Chinese of the completion of progress by which Shantung will presently be returned to the republic in full sovereignty."

Shantung Decision Subject Of California Speeches

(Reuter's Service)

San Francisco, September 17.—President Wilson in the course of several speeches referred to the Shantung agreement and reiterated that what Japan had got was not Chinese rights but Germany's and that Japan was solemnly pledged to forego sovereign rights. He recalled that at the peace conference he put the question, is this the beginning of a retrocession to China of the exceptional rights which other Governments have enjoyed there? The reply of the plenipotentiaries of the other great Powers was "yes."

Addressing a women's meeting President Wilson asked if it would be wise to go to war over Shantung. The women replied 'No' to which the

(Continued on Page 4)

American Engineers Here To Rebuild Grand Canal

Will Complete Plans For Modernising Famous Waterway From Tientsin To Kiangsu Border

Three American engineers who are to supervise the rebuilding of the Northern portion of the Grand Canal, Mr. John R. Freeman, Colonel T. H. Wiggin and Captain O. J. Todd, arrived from the United States on the Pacific Mail liner Ecuador and after a short stay in Shanghai will leave for Yungtseh in Honan province, the point where the Hankow Railway crosses the Yellow River. They will leave Shanghai after making a close study of traffic between Hangchow, Soochow and Shanghai, three great canal freighting centers.

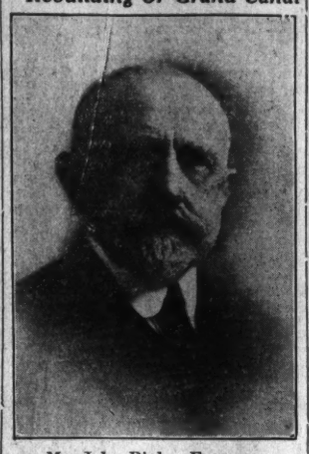
From Yungtseh they will travel down the Yellow River to Tsinanfu making an intimate study of conditions in order to prevent a repetition of the commercial tragedy that followed the changing of course by the Yellow River 60 years ago. The effect of the river course on the future development of the canal is to be thoroughly investigated. Hundreds of decaying cities on the Grand Canal that were once populous and prosperous and are now nearly in ruins are mute evidences of the necessity of such a survey. Today the Grand Canal South of Linching is practically useless for navigation several months in the year.

Surveys Started Last Year

The three men will continue the work started a year ago by Mr. Joseph Ripley and five American engineers whose preliminary surveys, mapped out by Mr. Freeman are nearly completed. They come for the American International Corporation which is to modernise the Canal for the Chinese Government. The contract calls for an expenditure of G.$6,000,000.

Mr. John R. Freeman, who plans the extensive rebuilding program is one of America's foremost consulting engineers and is best known for his work in connection with the locks and dams of the Panama Canal. He planned the Hetchy Hetchy water supply for San Francisco, was in charge of water power investigations made by the New York State Water Supply Commission in 1906 and 1907, is consulting engineer to the New York Board of Water Supply and made extensive studies of water supply for Greater New York, was chief engineer in the Charles River

Engineer Who Will Supervise Rebuilding Of Grand Canal



Mr. John Ripley Freeman

Dam project for Boston Harbor and since 1886 has been consulting engineer on water power and mill construction to sundry large manufacturing corporations.

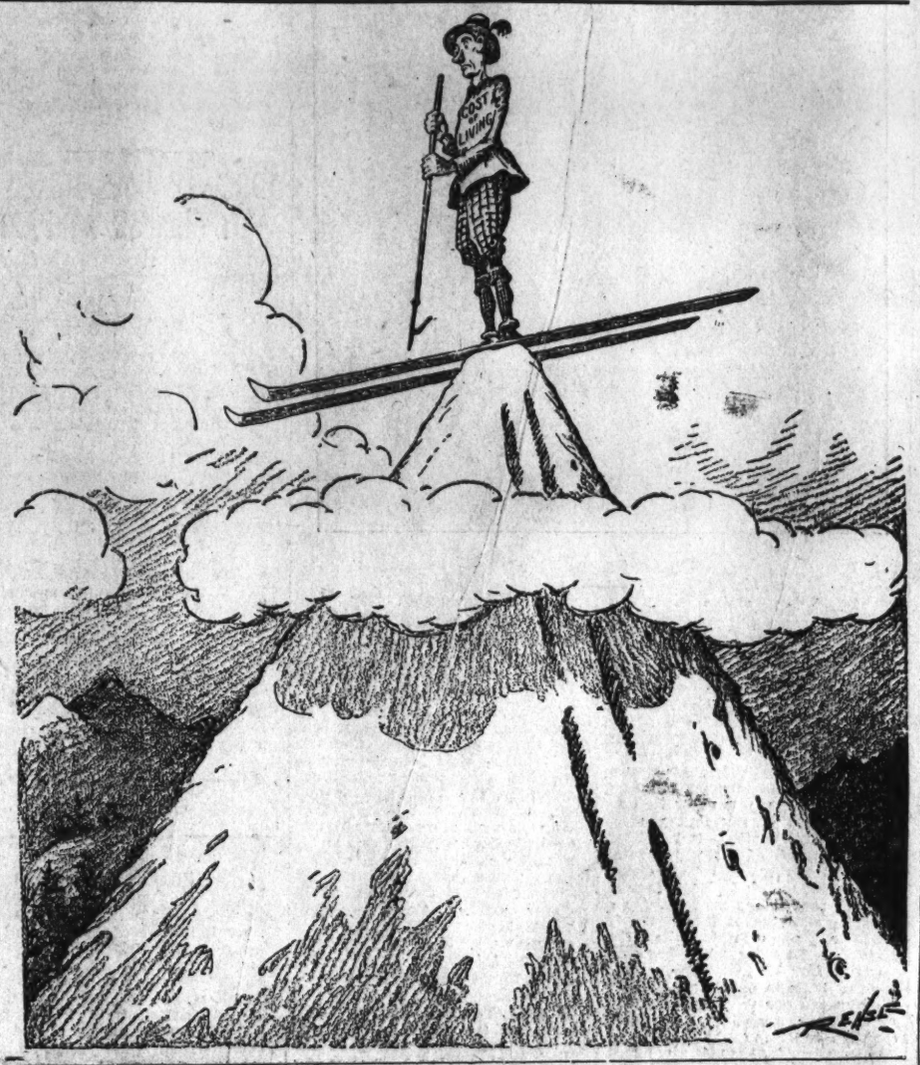
He planned water power developments on the Feather River, California, and St. Lawrence River, Long Sault, and is one of the best known specialists in the United States on hydraulics, mill construction, water-power development and fire protection.

Colonel Wiggin and Captain Todd, who accompany Mr. Freeman, have been recently demobolised. Before the war Colonel Wiggin was senior designing engineer for the New York Board of Water Supply. In France he supervised the installation of water supply systems in the various camps and supporting bases used by the United States Army.

Captain Todd supervised the water supply of San Francisco until the United States entered the war. Enlisting in the Engineer Corps he was early to France and was one of the men who supervised the construction of hundreds of miles of

(Continued on Page 4)

Getting Ready To Slide?



TERMS IMPOSED ON BULGARIANS FIX BOUNDARIES

Part Of Dobrudja Not To Be Given To Them, Says Report

GERMANY YIELDS

Clause Of Constitution That Allies Opposed To Be Ineffective

VIVIANI IS HEARD

Former Premier Answers Critics Of Treaty In French Chamber

(Reuter's Service)

Paris, September 17.—The Supreme Council has adopted the Bulgarian draft treaty which will be handed to the Bulgarian delegates at the Quai d'Orsay on the morning of September 19th.

Terms Of Treaty

Paris, September 18.—According to a telegram from Paris the Bulgarian peace treaty stipulates that the southern boundary of Bulgaria shall follow the Rhodope Mountains, but an assurance is given that an economic outlet to the Aegean Sea shall be secured for Bulgaria.

The telegram adds that the proposal to give a part of the Dobrudja to Bulgaria has been abandoned.

Germany To Yield

Berlin, September 18.—The Vossische Zeitung understands that the German Committee of Foreign Affairs has decided to accept the Supreme Council's demand regarding article 61 of the German Constitution.

Council Undergoes Change

London, September 18.—Sir Eyre Crowe's appointment as British plenipotentiary at the office of the Supreme Council is regarded as a prelude to the transformation of the peace conference into a meeting of diplomatic agents, only occasionally attended by the heads of governments.

Viviani Defends Treaty

Paris, September 17.—M. Viviani, the ex-Premier today delivered an eloquent speech in the Chamber of Deputies in which, addressing the opponents of the peace treaty, he pointed out that the practical consequences of a refusal to sign would be "to leave France isolated against Germany and compelled to try without assistance to obtain a more advantageous arrangement." France, he said, had succeeded in obtaining satisfaction for her claims of an economic order which would enable her under cover of the military frontier not only to live but to prosper and develop.

The Chamber unanimously adopted a resolution that M. Viviani's speech should be placarded throughout the country.

M. Clemenceau is expected to wind up the debate on the peace treaty the day after tomorrow.

Syrian Agreement

Paris, September 17.—Le Temps says that Mr. Lloyd George and M. Clemenceau have agreed that the British troops on November 1 shall evacuate all territories north of a provisional frontier between Syria and Palestine. The Peace Conference will adjust the frontier later.

Apparently the Mosul district is not comprised in the region where Great Britain will cease to exercise responsibility. The departure of the British troops will not entail French occupation of Damascus, Hama, Homs or Aleppo which are in the zone which was considered as a possible Arab state or confederation of states in the 1918 agreement. Nevertheless, Le Temps, adds, Arab power here must in future depend on French council and support. The French will relieve the British in Cilicia.

Situation Is Cleared

Paris, September 18.—Following the conversations between Mr. Lloyd George and M. Clemenceau the tone of the French press on the subject of Syria has much improved. The papers state that the settlement harmonises with the Anglo-French secret treaty of 1916 and that the Anglo-Arabian Agreement of 1915 contains nothing which interferes with the present solution.

FOURTH OF ALL TONNAGE NOW OWNED BY AMERICA

Shipping Board's Deliveries In August Brings Rate To Million Tons A Month

(American Press Wireless)

Washington, September 16.—The United States owns one-quarter of the gross ship tonnage of the world, according to a recent announcement of the shipping Board. The August deliveries made to the board brings the production rate up to one million tons per month.

On August 29 the Shipping Board controlled 5,313,708 gross tons exclusive of 700,000 tons sold up to date.

WILSON CALLS MEETING OF LABOR AND CAPITAL

Appointments Are Announced Of Industrial Chiefs To Meet Workers

(Reuter's Service)

San Francisco, September 18.—President Wilson has called a public conference with the Labor Party at Washington to discuss plans for a closer relationship between capital and labor. President Wilson has appointed among others Mr. John Rockefeller, Jr., Mr. E. Gray, President of the Steel Corporation and Mr. Bernard Baruch, Chairman of the Industries Board, to meet the Laborites.

French Naval Program Still Being Deferred

Completion Of Dreadnoughts Suspended In 1915 Not Being Sought By Ministry

(Reuter's Service)

Paris, September 17.—The French Ministry of Marine is not asking for a vote for the purpose of completing the five dreadnoughts, the construction of which was suspended in 1915 as France has at present several large battleships which are good fighting units.

KOBE DOCKYARDS CLOSED BY ACTS OF SABOTAGE

Move Made By Workers Leads Company To Halt Work; Outlook Uncertain

(Reuter's Pacific Service)

Osaka, September 19.—The workers at the Kawasaki dockyard at Kobe having committed acts of sabotage the company at once suspended work pending a settlement of dispute. The outlook is uncertain.

America Establishing Pacific Aerial Groups

Observation Squadrons To Be Placed In Hawaii, Panama And Philippines

(American Press Wireless)

Washington, September 16.—Observation airplane groups, consisting of two observation squadrons with the necessary reserves are to be organised in the Philippines, Hawaii and Panama, according to announcements from the War Department, and the commanding generals of the departments have been cabled the instructions.

Shanghai Team Wins In Interport Cricket Defeating Hankow

(CHINA PRESS OWN SERVICE)

Hankow, September 20.—Shanghai had little difficulty in defeating Hankow in the interport cricket match ending this afternoon. The final score was 331-198, Shanghai making 175 for eight wickets in the second innings played today. Hankow made 103. Leslie and Clifford of Shanghai were the heavy batters, the former making 53 runs and the later scoring 31. High men for Hankow were Mancell, with 30, and Reynell, 20. The scores at the end of the first innings played Friday were Shanghai, 156, Hankow, 95.

AMERICA CONSIDERING PLAN FOR CONSCRIPTION

All Men Between 18 And 45 Called Automatically When War Is Declared

(American Press Wireless)

Washington, September 17.—The wiping out of volunteers and the conscription of all men between the ages of eighteen and forty-five years, authorised by Congressional enactment, to begin automatically on the declaration of war without further congressional action is the plan now being considered by the War Department, according to a statement made to the House Committee on Military Affairs by General March, chief of staff of the United States Army.

The organisations of the National Guard are to be left intact, General March declared. The War Department is considering universal military training of the young men of the nation without actually enrolling them in any constitutional army.

Report Standard Oil Has 'Rumanian Leases

Government Has Granted Rights To American Company, According To Berlin

(Reuter's Service)

London, September 17.—According to the Daily Mail's Berlin correspondent, the Frankfurter Zeitung reports that the Rumanian Government has leased the great state petroleum district to the Standard Oil Company.

Devastation Wrought In District In Texas

Reported From Corpus Christi 120 Lives Lost In Floods And Storms

(Reuter's Service)

New York, September 17.—A telegram from Corpus Christi, Texas, states that over 120 fatalities and damage to the amount of $10,000,000 have been caused by great storms and floods.

Lines Of Defense Thrown Around Fiume By Army Of Raiders

Statements Issued By Rome Tend To Minimise Extent Of Insurgent Movement

(Reuter's Service)

Rome, September 17.—The Idea Nazionale says that d'Annunzio's army consists of 10,000 regulars and four battalions of Fiume volunteers who have occupied and fortified a line of strategic positions round Fiume. The raid, the journal says, is believed to have been hastened on in consequence of the British carrying out instructions to dissolve the National Council of Fiume and disarm the volunteers. The Council is reported to have seized the stocks of foodstuffs with a view to rationing the population in the event of a long blockade. General Badoglid, the deputy Chief of Staff, has arrived in Fiume.

News Is Withheld

London, September 17.—All news regarding Fiume is coming from Rome and is apparently censored. The British Mission has left Fiume as have the British and American contingents while the French troops are mustering at the base. It is not clear whether the insurgents are still in control.

The Italian Government continues issuing statements tending to minimise the extent of the insurgent movement which, it says, many are now abandoning.

It is believed in official quarters in London that the Italian authorities intend to blockade Fiume and starve out the insurgents. This would explain the departure of the Allied contingents.

Sends Word To British

Senda, September 16.—Gabriele d'Annunzio who was ill with fever sent an officer and a battalion of storm troops to render honors on the occasion of the departure of the British troops from Fiume. D'Annunzio sent a message expressing the friendship of the population for Great Britain and her soldiers.

Exchange Again Drops In World's Markets

Franc Is Down To Sevenpence And Mark To Twopence In London

(Reuter's Service)

London, September 17.—There were further heavy falls in the exchanges yesterday. The franc was worth sevenpence and the mark less than twopence while the value of the pound sterling in New York was 17s. 1d.

POWERS IN NOTES TAKE STAND ON CONSORTIUM

Britain, America And France Reply To Points Raised By Tokio

(Reuter's Pacific Service)

Peking, September 17.—With regard to Japan's request for the exclusion of Manchuria and Mongolia from the Consortium's sphere of operations, Great Britain, America and France each sent a memorandum to Japan. It is understood that the replies were all to the same effect. They began with a reference to the assertion of the Japanese financiers that all the rights and options held by Japanese in the regions of Manchuria and Mongolia where Japan has special interests should be excluded from the arrangements for pooling specified in the proposed consortium agreement on account of the special relations which Japan enjoys geographically and historically with the regions referred to and which have been recognised by Great Britain, America, France and Russia on many occasions.

The memoranda then goes on to state that the position adopted (by Great Britain, America and France, respectively) is that they cannot admit the exclusion of Manchuria and Mongolia from the scope of the Consortium but that the question is too important for settlement by the financiers concerned. The Japanese Government has not stated that it shared the views of the Japanese financiers and it was, therefore, necessary to bring the matter to the notice of the Japanese Government.

It was then explained that the Consortium had no desire to eliminate private financial or industrial enterprise. Still it was thought essential that all classes of Chinese business should be opened to the Consortium, without elimination. Furthermore the other parties to the proposed agreement were willing to pool all their interests. That rule should apply to all parties. If Japan did not agree it would cause real regret to the other parties.

The memoranda concluded by pointing out that the Consortium would be the means of carrying out constructive work in China and that through it the former co-operation in war might be continued by co-operative action for the benefit of China.

CANTON DISTRUSTFUL OF PEKING'S MOTIVES

South Is Unwilling To Recall Delegate From Paris At This Time

(From Our Own Correspondent)

Peking, September 16.—Now that China has signed the treaty of peace with Austria and has issued a mandate proclaiming the state of war with Germany at an end, the Central Government has despatched a telegram to the Canton Military Government recommending that peace with Germany and Austria should be simultaneously and officially celebrated at Peking and Canton, the more so as this country did not take part in the Allied peace celebrations.

The Peking Government's message further proposes that the South instructs Dr. C. T. Wang to return to China with chief delegate Lu Cheng-hsiang and C. C. Wei, as it is of more importance that he should be here at this time than that he should remain at Paris to sign the treaties with Bulgaria and Hungary. It goes on to say that Dr. Wang will receive a high appointment from the Government after his return, as his services at Paris in fighting for the restoration of the Kiaochow Leased Territory to China have been much appreciated by both the Government and the people.

In well informed circles here it is believed that the Southern Government will not consent to the recall of Dr. C. T. Wang at this time, first because it will consider his presence at Paris necessary in connection with the matters that China intends to lay before the League of Nations, and second because there is some reason for believing that the Peking Government has planned to instruct Dr. Wellington Koo to sign the treaty of peace with Germany in the event of Dr. Wang's departure from France.

AGREEMENT ON TIBET MAY SOON BE REACHED

Anfu Paper At Peking Reports Chinese Officials Expect Early Adjustment

(From Our Own Correspondent)

Peking, September 17.—The Kung Yen Pao, the Chinese edition of the Peking Daily News and the strongest organ of the Anfu Party, reports in its issue of today that it is hoped in high Chinese political quarters that the Tibetan problem will be solved at an early date. According to the Kung Yen Pao, which is in close touch with most of the Government offices, it is felt here that the friendship existing between China and Great Britain demands that the question of Tibet be settled promptly.

The Kung Yen Pao says further in regard to the Sino-British negotiations regarding Tibet that the British Minister has made a number of concessions and that the terms of the proposed agreement, as it now stands, compare favorably with those reached in India four years ago. The obstacle to the completion of the negotiations is now Japan, who, fearing that a satisfactory and prompt settlement of the problem would cause her inconvenience as regards her continued occupation of Tsingtau, has from the very start been doing her utmost to hinder the smooth progress of the Sino-British conferences.

Chinese opinion with regard to the Tibetan situation varies in different quarters, according to the Kung Yen Pao; and it is certain that the pro-Japanese press and politicians, including many of the militarists, are strongly opposed to all the British claims and are holding out for everything that they think they can get in Tibet. To harmonise the views of the country's political leaders the Government is accordingly about to call a meeting for the purpose of ascertaining their views in regard to China's claims in Tibet; and on the basis of this discussion it is understood that the Government's demands will be redrafted and brought up for discussion with the British Minister at a later conference. Furthermore, in order to disarm suspicion as to the status of the Tibetan negotiations, it is understood that the Foreign Office will henceforth issue a report from time to time on the manner in which the conferences with the British are proceeding.

PEKING PUBLIC OPINION OPPOSES SECRET LOANS

Unlikely Proposed Advance Of Y.40,000,000 Will Now Be Accepted

(Reuter's Pacific Service)

Peking, September 17.—Public opinion is showing itself strongly against any further secret loans, and there appears small likelihood that the proposed loan of Y.40,000,000, will be accepted. It is semi-officially stated that the Government would much prefer a fourth advance of ten or twenty millions on the Currency Loan.

Miss Charlotte Fletcher Plays Lead In 'Parlor, Bedroom And Bath'

Miss Charlotte Fletcher

By Domino

Tomorrow night the Frawley Company will present a real live rollicking farce which is full of laughter from beginning to end. Homer Barton takes the lead. He did the same at the Republic Theater, New York, where the piece was a furore and ran for months and months. They say "laugh and the world laughs with you." Homer Barton has done so much laughing when rehearsing this show that he has grown to the size that you see him. And who has not noticed that dress suit of his which must be kept together with steel clasps around the middle? He confesses himself that his waistcoats are a doggone nuisance to him.

Playing opposite to him Miss Charlotte Fletcher gets her first opportunity. Up to the present she has had little to do of note but she has always done that little well and so we look forward with confident pleasure to seeing her in "Parlor, Bedroom and Bath," tomorrow. Unlike the majority of actresses she does not aspire to playing Juliet to any Romeo. As a matter of fact she already has a Romeo whom she has promised to obey (when convenient) for better or worse and is quite satisfied with him. She tells me that her principal line of business is the kind of character that we will see her portray tomorrow. She is an up-to-date lady journalist who does her very "umptiest" to make Homer Barton (in the play only) flirt with her. And he is so shy that he can hardly get over a whisper.

Before joining Frawley, Miss Fletcher played numerous parts up and down the Pacific Coast and as far North as Vancouver. She humorously refers to herself as one of the Coast defenders. She had all sorts of nice things said about her at that time.

She comes from a family of players. Her papa is well known on the other side as Musical Fletcher. He can make music out of anything and plays any instrument that is put before him. Then her brother, who is now playing with his own company in Vancouver, is the well-known actor-poet, Charles Elliot Royal. This young player had recently published a little book of his poems and I am lucky enough to have one of them. There is a musical lilt about them that makes them popular and at times he gets a Robert Service swing into his serious work that gives them a strong appeal to the emotions.

Miss Fletcher's Romeo is with the present company and he too is a player. You see "a great deal" of him on the stage. I said you see "a great deal" of him on the stage. Now guess who it is because I was told not to tell.

Next Wednesday "Lombardi and Company Ltd.," will be the offering. In this Miss Gloria Fonda will have the leading rôle. It is a fashion display and Tim Frawley thinks that Miss Fonda fills the picture well.

On Friday night the play will be "For Ever After." I do hope that the company is right on its very best behavior since the play is perfectly delightful and it has in Miss Claribel Fontaine, a perfectly delightful little lady, to take a little lady's part.

"East Is West," produced for the first time by the Frawley Company Friday night, was repeated last night to a crowded house.

LLOYD GEORGE DENIES JOURNALIST'S TESTIMONY

American Delegates Are Also Inclined To Discredit What Bullit Told Senators

(Reuter's Service)

Paris, September 17.—The American delegates refuse interviews regarding statements made by the American journalist Mr. Bullit before the Foreign Relations Committee of the United States Senate in which he told of private conversations he had had with Mr. Lloyd George at Paris after returning from Moscow. Mr. Bullit alleged that the Premier was then prepared to consider Lenin's offer of peace.

The American delegates deprecate importance being attached to quotations or misquotations of private conversations with plenipotentiaries in Paris when the peace treaty was in liquid state.

Mr. Lloyd George characterises Mr. Bullit's statements as "grotesquely inaccurate."

Brikenfeld Republic Proves Short Lived

(Reuter's Service)

Berlin, September 17.—The Frankfurter Zeitung says that the new government of the province of Erikenfeld which recently declared itself an independent republic has been supplanted by the former regime.

PEKING IS CONSIDERING DISBANDMENT OF TROOPS

Proposal To Be Submitted By Wang Yi-tang To Peace Meeting At Shanghai

(Reuter's Pacific Service)

Peking, September 17.—The Kung Yen Pao says that the Disbandment of Troops Committee is making some progress towards drawing up a scheme which will be submitted to the Conference at Shanghai through Mr. Wang Yi-tang.

The main idea is to appoint a Commission under the chairmanship of the President as Generalissimo of the Army and the Navy, the members of the Commission to consist of the chief military leaders of both the North and the South.

The disbandment is to be carried out by districts as follows; 1—Mukden, Kirin, Heilungckiang, Kansu, Sinkiang, Jehol and Suiyuan. 2.—Chihli, Shantung, Anhui, Shansi, and Shensi. 3.—Kwangtung, Hupei, Kiangsi and Hunan. 4.—Yunnan, Kweichow and Szechuen. 5.—Kiangsu, Fukien and Chekiang.

Cambridge To Appoint Balfour Chancellor

(Reuter's Service)

London, September 17.—It is understood that Mr. Balfour will be nominated Chancellor of Cambridge University in succession of the late Lord Rayleigh.

Indians Give Welcome To Prince Of Wales

Royal Visitor Is Made Tribal Chief With Title Of 'Morning Star'

(Reuter's Service)

Banff Springs, Alberta, September 18.—A cavalcade of Indian braves, children and squaws arrayed in buckskin, beads; feathers and pink, scarlet, green and yellow blankets, galloped alongside the motor-cars conveying the Royal party and welcomed the Prince of Wales as the "Young Thunder."

They presented a loyal address, elected the Prince a tribal chief with the title "Morning Star," and gave him buckskin beads and feathers on entering office. The Prince donned the feathers amidst the wildest excitement. Horse-racing and an exhibition of archery followed.

ADDED CLAUSES SIGNED BY CHINESE AT PARIS

Censorship And Arms Sales Are Supplementary Points Of Austrian Treaty

(Reuter's Pacific Service)

Peking, September 17.—The Chinese press reports that in addition to the actual Austrian Treaty, the Chinese Delegation in Paris also signed supplementary clauses dealing with censorship and traffic in arms.

The main points in these supplementary clauses are: 1, That censorship for Austria shall extend over all Austrian territory and to portions of the Red (? Adriatic) Sea; 2, That no arms or ammunition shall be imported into or exported from Austria without the permission of the Governments of the countries concerned, and that Austria shall supply a yearly report to the League of Nations giving full details of all traffic in arms and ammunition.

Obituary

Mrs. George P. Stevens

(China Press Correspondence)

Hsuchowfu, September 19.—After only one day's illness Mrs. George P. Stevens of Tenghsien died Monday night. In answer to summons by telegram Dr. Grier and Mrs. Brown, sister of Mrs. Stevens, went from Hsuchowfu to Tenghsien by special train to aid Dr. Keater and Miss Dodds, the trained nurse. All their efforts, however, were unavailing.

The funeral services of Mrs. Stevens and the baby twin daughters were held in Chinese and English at Tenghsien on Wednesday morning, the interment being made on the campus of the Mateer Memorial Institue.

Mrs. Stevens (then Miss Mary Thompson of Atlanta, Ga.) came to China in 1909. She had lived in Hsuchowfu, where she had established the Mission's School for girls, until 1918. In that year Mr. and Mrs. Stevens moved to Tenghsien where Mr. Stevens has been a member of the faculty of the Mateer Memorial Institute and where she has taught in the Institute and in the Bible School for women there.

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Kiukiang, Kikungshan, Kwangpinghsien, Kweiyang
Liling, Luchowfu, Leho, Lingtienkang
Kiuhwa, Kwanghsien, Kienning, Liaochow
Loting, Mohei, Mintsing, Manila
Mienchih, Mokanshan, Minghow, Moukden
Miyang, Nanking, Nantungchow, Nanchang
Nanlinghsien, Ng Sauh, Ningpo, Peitaiho
Peking, Pakhoi, Pootung, Pukow
Shanghai, Soochow, Sutsien, Shanhaikwan
Suchsien, Siangtan, Sen Yuen Hsien, Swatow
Suining, She Ki Chen, Shenchow, Shaowu, Shaohsing, Sheklung, Sungkiang, Sienyu, Santai, Suifu, Singeh, Sichwan, Taianfu, Taifen, Tsingkiangpu, Tehchow, Tientsin, Tungchow, Tungjen, Tatung, Taikuhsien, Tsinan, Tsing-Shih, Tsining, Tsingtan, Wuhu, Wenchow, Wanchih, Wuchang, Woosung, Wuchow, Wei-hai-wei, Weihsien, Wusih, Yuhsien, Yu Yao, Yenping, Yangchow, Yeningkong, Yochow, Yenchang, Yunchun, Yongchen, Yongchow, Yuchow, Yuengkong

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5.—Special assistance is given to ladies.
6.—Special attention is given to Outport accounts.
7.—Interest at 2 percent is paid on checking accounts over $200.
8.—Interest at 3 percent is paid on Checking Accounts over $1,000.
9.—Interest at 3 percent is paid on gold savings accounts.
10.—Interest at 4 percent is paid on 12 months fixed deposits in gold.
11.—Interest at 4 percent is paid on silver savings accounts.
12.—Interest at 6 percent is paid on 12 months fixed deposits in silver.
13.—Savings accounts may be opened for $1 or more.
14.—Checking accounts may be opened for $100 or more.
15.—Monthly statements are rendered and cancelled checks returned.

HOMELANDS OF SOME OF OUR DEPOSITORS:

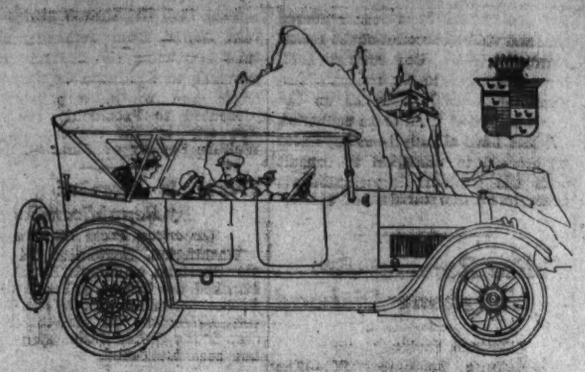
America, Australia, Belgium, Canada, China, Denmark, England, Finland, France, Greece, Holland, India, Ireland, Italy, Japan, Jerusalem, Korea, Norway, Persia, Poland, Portugal, Roumania, Russia, Scotland, Siberia, Spain, Straits Settlements, Sweden, Switzerland, Wales.

The American-Oriental Banking Corporation
15 Nanking Road, Shanghai

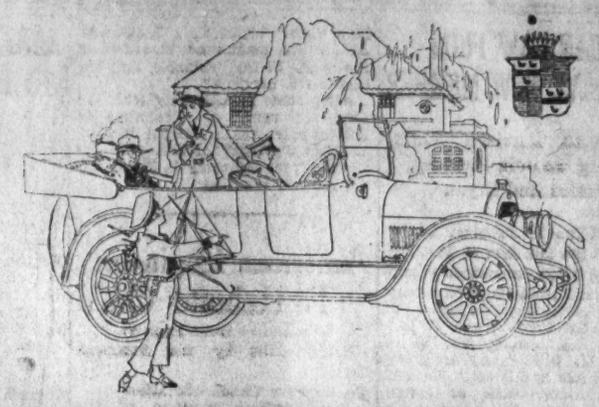
Over 2,600 Accounts

MEMBER AMERICAN BANKERS ASSOCIATION

*The residences of some of our depositors form the border



"The Cadillac can be nothing but the wonderful automobile it is because the *parts are what they are.*"



The best reason in the world for buying a Cadillac is what *everyone thinks*, and *says*, and *knows* about the Cadillac."

CADILLAC

STANDARD OF THE WORLD

There is only one Cadillac, and, for most excellent reasons, there can be only one.

The Cadillac did not spring, full-fledged; into the possession of its beautiful readiness, and ease, and reliability.

As well ask a boy to arrive, over-night, at the poise and mature judgment of a man.

The qualities which distinguish the Cadillac—steadily and progressively developed by a skilled group of engineers, designers and craftsmen—have been seventeen years in the making.

Through these earnest, painstaking yesterdays, this corps of master-workmen has brought the Cadillac to the world-wide precedence which it enjoys to-day.

Every one feels, in the Cadillac, a definite, superior something which few are able to express in words.

That definite something is the well-rounded completion and co-ordination which can only come when trained minds work together through years of devotion and development.

Back of the Cadillac which you buy today, are more than 75,000 of the same eight-cylinder type. The deep-seated satisfaction which you feel, the economy, the ease and certainty which you enjoy, all flow out of the experience gained in the development of this type. There is only one Cadillac, and there can be only one.

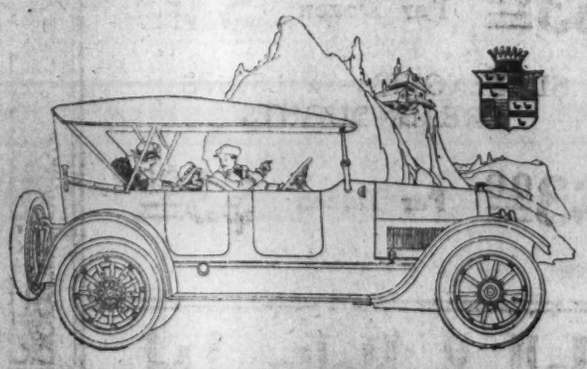
H. S. HONIGSBERG & CO., LTD.

EXCLUSIVE AGENTS.

"The outstanding and impressive thing about Cadillac ownership is its *permanence and loyalty.*"

"Except as we refine our own refinements and surpass our own standards, *the Cadillac of a year from today will be the splendid Cadillac of today.*"

"It is the *character of the Cadillac car* which sheds lustre on the Cadillac name—not the name which confers lustre on the car."



AMERICAN LAW FIRM TO HAVE NEW MEMBER

Mr. Harold Harrison Ashley Coming To Join Fleming, Davies And Bryan

Mr. William S. Fleming, senior partner of the law firm of Fleming, Davies and Bryan, announced yesterday that Mr. Harold Harrison Ashley of San Francisco is expected to arrive on the Tenyo Maru to join that firm. Mr. Ashley, who is a brother of Mr. G. F. Ashley, architect, is accompanied by his bride, formerly Miss Anne Oates of North Carolina, whom he married in Baltimore this spring.

Mr. Ashley is a native of California and a graduate of the University of California of the class of 1910. After graduation from the school of law Mr. Ashley was admitted to the bar early in 1913, soon afterward entering the office of Pillsbury, Madison and Sutro, one of the leading law firms of San Francisco, being attorneys for the Southern Pacific Railroad Company and for the Standard Oil Company of California. Mr. Ashley successfully conducted a great number of cases for his firm in his four years connection with them, gaining special distinction in his handling of important Southern California oil land litigation.

Mr. Ashley had arranged to come to Shanghai early in 1917, but abandoned his plans in order to join the army. He landed in France in February, 1918, as a second lieutenant aerial observer. Here he spent six months as an instructor while the army waited for its Liberty planes. These finally arrived in August, when Lieutenant Ashley began two months' active service over the lines as an observer with the 50th aero squadron. He was fortunate enough to escape with only one accident, a crash during the St. Mihiel drive, causing but slight injuries to himself and his pilot. By staying up and working all night in preparation, Lieutenant Ashley achieved the honor of commanding the first American plane to cross the Argonne lines on September 26, 1918, and by blowing up a German ammunition dump, marked the opening of the final drive by the Americans which terminated the war. In October, 1918, Lieutenant Ashley was transferred to ground duty with the staff directing the aerial observation of the American armies, where he remained until he was sent to a hospital with the "flu" a few days before the armistice. Lieutenant Ashley was mentioned in orders of the A. E. F. for "valuable and distinguished services."

After some months duty with the American army of occupation in Coblenz, Mr. Ashley landed in New York in February of this year, resigning from the army in June with the rank of captain.

American Engineers To Rebuild Canal

(Continued from Page 1)

highway built by the American Army.

To Improve Canal 400 Miles

The Northern portion of the famous waterway, started 486 years before Christ, is to be thoroughly modernised and equipped with locks for a distance of 400 miles from Taierchuang on the Southern border of Shantung to Tientsin. Western methods will be adapted to local conditions with the objective as the establishment of a first-class waterway that will skirt the highlands of Shantung from the Kiangsu boundary thence through the heart of Chihli Province to Tientsin where it unites with the Peiho.

Co-operation with Kiangsu authorities may mean that the entire 1,000 miles will be rebuilt from Hangchow to Tientsin and that the former prowess of the Grand Canal as the world's greatest interior waterway may again be established.

A modernised Chinese canal is planned. British, French or American methods will not be substituted, the rebuilt waterway is to be Chinese but improved by Western ideas and materials that are adaptable. Economic modern construction to be employed will include the building of wooden locks of high lift that will occasion little delay.

The Grand Canal Improvement Board headed by ex-Premier Hsiung Hsi-ling, director-general, is in charge of the work and Mr. Samuel S. Young, secretary of the engineering department at the Tientsin headquarters, is now in Shanghai conferring daily with Mr. Freeman, Col. Wiggin and Captain Todd at the Astor House. Mr. Tong Pao-tung, civil engineer who was formerly with the Whangpoo Conservancy Board is aiding in planning a trip for the American experts along the Grand Canal, south of the Yangtsze.

There is a separate improvement board in Kiangsu headed by Mr. Chang Chien. Conferences have already been held between Mr. Hsiung and Mr. Chang and the latter is expected to support plans for rebuilding the canal in Kiangsu Province.

BANK OF CHINA NOTIFIED TO BRING NOTES TO PAR

Acting Premier Takes Steps To Check Manipulation Of Currency Issues

(From Our Own Correspondent)

Peking, September 16.—Acting Premier Kung Hsin-chan has sent instructions to the Governor of the Bank of China to take immediate measures for bringing the bank's depreciated Peking notes up to par again. The Acting Premier points out in his note to the bank that the present state of affairs is a serious financial embarrassment to the Government in that it affects the credit of the Government adversely and because it keeps down the value of bonds issued by the Government. In no case, says the Acting Premier, must there be a further drop in the price of the Peking Bank of China notes.

There is no logical reason for the recent fall in the value of Bank of China notes. After the inauguration of President Hsu Shih-chang last October the notes went up to over eighty, but since the early Spring of this year they have been going down steadily. As the Bank of China in Peking as well as the Bank of Communications, whose notes are also down to fifty-two, is paying regular and handsome dividends, the only conclusion that can be drawn from the constantly fluctuating and falling price of the notes issued by these banks in Peking is that persons connected with their management are manipulating the price of their note issues to their own advantage. The President and the Acting Premier are well aware that this manipulation of the notes of these two banks is going on; and it is understod in Chinese financial circles that change in the management of the banks will be made after the conclusion of internal peace provided that their managers are not in a position to bring about a distinct rise in the value of their Peking note issues.

French Food Prices Being Investigated

(Reuter's Service)

Paris, September 17.—The chief of the Bureau for the Supression of Fraud officially visited the Bon Marche here today to verify prices of sale and purchase of the goods placed on sale.

PEKING ISSUES NOTICES OF NEW CUSTOMS TARIFF

Commissioners Told Separate Duties Will Be Levied On Non-Treaty Powers

(From Our Own Correspondent)

Peking, September 16.—The Central Government has sent the following instructions to all the Commissioners of Customs in the country in connection with the new Customs Tariff that is soon to be promulgated:

"Some time ago negotiations were carried on in Shanghai for the revision of the Customs Tariff, which, being fixed between this and other Treaty Nations, proved to be detrimental to the interest of the country and tended to impair our sovereign rights, seriously affecting the revenue of the Government. Being restricted by treaties, we have no power to fix our own tariffs, although in many instances we have noticed the injustice of the system. It is hereby declared that the above revised tariffs are not applicable to those nations that hitherto have made no treaties with us or to those whose treaties with us have been rendered null and void on account of the recent European War. Our country shall have the right to fix separate customs tariffs to levy duties on the goods imported from these countries. Officials have already been appointed to proceed to Shanghai to consult with the Customs Superintendents there to fix new tariffs and duties."

Police Reserves At Hongkong Disband

(Reuter's Pacific Service)

Hongkong, September 20.—The police reserves have been disbanded.

Wilson Says League Will Protect China

(Continued from Page 17)

President said, "there is no other way to secure the immediate return of Shantung."

Petition Is Presented

San Francisco, September 17.—Asking that the United States prevent Japan from retaining Shantung and using the control of the province to dominate China to the north and south, a petition was presented to President Wilson in this city by the Chinese National Welfare Society of America.

Treaty Is Attacked By Republican Senator

(American Press Wireless)

Washington, September 16.—Senator Sherman, of Illinois, Republican, attacked the Treaty of Peace in the Senate declaring that by the Shantung agreement an ancient friendship of the United States with China had been blemished.

AMERICAN
APPLE CIDER
THE KING OF NON-ALCOHOLIC DRINKS

At all clubs, hotels and stores.
Connell Bros. Co., *Agents*

Hall & Holtz, Ltd.

1919 1920 **Shooting Season** 1919 1920

SHELLS SHELLS

$9.00 Per Hundred **$9.00**

these Shells are machine-loaded with
3¼ Drs. Schultz's Powder 1⅛ Oz. Shot

We also stock a specially loaded shell
3½ Drs. Schultz 1⅛ Oz. No. 6 Shot

BEWARE of cheap-priced shells that are loaded with a light charge of powder

TENNIS BALLS

1919 Balls received this July

to clear at

$3.00 Per Dozen **$3.00**

SLAZENGER'S—WILSON'S DREADNOUGHTS

$3.00 Per Dozen **$3.00**

Hall & Holtz, Ltd.
14 Nanking Road.

CAFÉ AU LAIT AS SERVED IN FRANCE

MILKMAID

Coffee, Milk and Sugar ready mixed in correct proportion.
Only hot water needed to make Coffee like the best at Home.

Also CHOCOLATE-MILK and COCOA-MILK.

DIRECTIONS.—Stir two teaspoonfuls, more or less according to strength desired and size of cup, with equal quantity of hot (not boiling) water: when well mixed, fill up with boiling water.

ICES & SWEETS.—Excellent Ice Cream, Blanc Mange, and other Sweets can be made with this "CAFE AU LAIT," and also with the similar preparations "CHOCOLATE AND MILK" and "COCOA AND MILK"

All Stores sell:— MILKMAID
CAFÉ AU LAIT
CHOCOLATE AND MILK
COCOA AND MILK

A new shipment has just arrived

Humber

War

t visions of better times,

announce that they have

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a waiting list of several
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other British-made Cars.
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Well Road.

NGHAI GARAGE COMPANY, LIMITED
OPERATING
THE STAR GARAGE
AND
THE EASTERN GARAGE
OUR MAIN SHOWROOM AT
R GARAGE. 125 BUBBLING WELL ROAD

INVASION OF TURKESTAN BY RUSSIANS REPORTED

Tuchun Notifies Peking Of Appearance Of Troops And Attack On Chinese

(From Our Own Correspondent)

Peking, September 16.—The Peking Government has received an urgent message from the Tuchun of Chinese Turkestan stating that he has recently been having considerable difficulty with the Russian border authorities, who have tried to persuade him to permit them to send their troops through Chinese territory and to recruit troops at Ili and other places within his province. These requests the Tuchun has consistently refused. Now, however, the Russians, unexpectedly and without previous notification, have sent a considerable force of troops under arms to Ili. The commander of this force was invited by the local Chinese authorities to disarm his men, but instead of doing this he ordered them to open fire on the Chinese soldiers nearby. Several men in the Chinese regiment were wounded and a number of horses were killed.

A part of the Russian forces have now gone from Ili further into Chinese Turkestan, while yet more Russian soldiers are expected to reach Ili within a few days. The Tuchun states that he has ordered the Occupation Commissioners along the borders to take suitable measures for keeping further armed bands of Russians out of his province and that he has also asked the Russian Consul to see to it that the present violation of China's sovereignty be stopped at once. At the same time Tuchun Yang asks the Government to take the matter up with the Russian Legation at Peking and to keep him informed of the progress of these negotiations.

Band Concert Tomorrow

The following program will, weather permitting, be played by the band in the Public Garden tomorrow, beginning at 5:30 p.m.:

March .. The Blue Riband..Bollog
Overture ...Fra Diavolo ...Auber
Waltz .. Sedree d'Ete..Waldteufel
Selection ..H.M.S. Pinafore
Sullivan
(a) One step .. Peter Gink..Cobb
(b) Fox trot ..The Ghost of the Ukulele .. Smith
Selection .. The Tales of Hoffmann .. Offenbach
A. de Kryger,
Conductor-in-Charge.

Band Concerts This Week

Monday 5:30 p.m. Public Garden.
Tuesday 5:30 p.m. Hongkew Recreation Ground.
Wednesday 5:30 p.m. Public Garden.
Thursday 5:30 p.m. Public Garden.
Friday 5:30 p.m. Hongkew Recreation Ground.
Saturday 5:30 p.m. Public Recreation Ground.

MINISTERS GIVE VIEWS IN NEW BRITISH PAPER

Lord Milner In Article Asks Closer Co-operation Of Parts Of Empire

(Reuter's Service)

London, September 18.—A new publication entitled The Future, of which over three million copies have been issued, contains articles by Ministers dealing with national policy, including an article by Lord Milner who pleads for strengthening the free union of the Empire and making the commonwealth of British nations the strongest influence for freedom, the civilisation of the world has ever seen.

Lord Milner warmly advocates fostering intimacy between the various portions of the Empire in order to preserve the fruitful cooperation of the War and the Peace Conference. He points out that of the enormous potential wealth of the Empire only the surface has been scratched, and that the further development of that wealth should result in opening boundless new markets. He insists on the importance of greater enterprise, vigor and initiative.

Shanghai Yacht Club To Hold Race Today

Interest in Shanghai Yacht Club circles centers today in the race at Woosung for the Merchants' Service cup. It begins at 8:30 o'clock this morning from the Customs bulk line and leads out over the bar, between the entrance buoys, round the lower Quarantine buoy, up the Yangtsze to the West Spring buoy and back down the river round the Quarantine buoy to the starting place. The contest will also score as the third race for the challenge cup. Arrangements have been made for spectators to leave on an early train in order to reach there in time for the start.

News Brevities

Leaving Saigon Monday, the French Mail liner Paul Lecat will arrive in Shanghai about Thursday, October 2.

* * *

The Pacific Mail liner Ecuador is to sail for Manila at 10 o'clock tomorrow morning.

* * *

The U. S. post office will charge storage on all parcels not taken within 30 days after notice is sent to the addressee it was announced yesterday. The charge will be five Mexican cents a day.

* * *

General Lu Yung-hsiang, local Defense Commissioner, was the guest of honor at a farewell banquet yesterday evening at the Pang Sun Yuan Garden, Nantao Bund. The hosts were Messrs. Chu Pao-san, Yu Yah-ching, Lu Pei-hung and Koo Shing-yi.

* * *

Chief Detective Officer William Armstrong of the Shanghai Municipal Police left yesterday for a holiday in Japan.

* * *

The City of Canton has purchased the land and buildings on See How Street in order to allow space for the construction of a 80 feet wide street, according to reports in Canton newspapers.

* * *

Invitations have been sent out by the Central Chinese Y.M.C.A. and the National Committee of Y.M.C.A.'s to a reception Tuesday afternoon in honor of Mr. and Mrs. W. W. Lockwood and Messrs. C. W. Harvey, David Z. T. Yui and Z. H. Tong, all recently returned from America. It will be held at five o'clock at the Association building, 120 Szechuen Road.

* * *

Rev. Yui Koeh-tsung, will speak tonight in Martyrs Memorial hall on "The Present Crisis in China."

* * *

Judgment has been given in favor of the proprietor of the Banvard American Musical Comedy Company against Mr. Robert Ryles, according to Hongkong papers, the court holding that Ryles in leaving the troupe broke his contract and must pay $1,000 damages and costs. The defendant was the male "juvenile lead" and with some of the chorus left the company at the conclusion of the Hongkong engagement. The company was obliged to cancel the Singapore engagement.

ASIA IN FROM AMERICA WITH 270 PASSENGERS

Empress Arrives Bringing Record List, Treasure And 2,500 Tons Of Cargo

The Empress of Asia of the Canadian Pacific Ocean Services arriving yesterday brought to Shanghai 270 passengers, 2,500 tons of cargo, G.$1,000,000 worth of silver and gold bullion and a heavy mail. The liner left for Manila last night.

Among the passengers that arrived here Mr. and Mrs. R. H. Parker, were Mr. and Mrs. W. G. Avery, Mr. and Mrs. Barnes Moss, Mr. L. E. Martin, Mr. B. F. Brown, Miss C. Huie, and the Rev. and Mrs. S. C. Lobenstine.

A number of Y.M.C.A. secretaries, and their families, including Mr. William W. Lockwood, general secretary of the Shanghai offices, Mr. C. W. Harvey, associate secretary of the National Committee, Mr. Lawrence Mead, former secretary of Hangchow arrived on the steamer.

Tenyo Arrives Today

The Tenyo Maru of the Toyo Kisen Kaisha arrives today from San Francisco and leaves for Hongkong tomorrow night. The tender leaves the Customs Jetty at five o'clock tomorrow afternoon.

STATEMENT ABOUT RUSSIA BROUGHT INTO QUESTION

French And Americans Express Ignorance Of Report Given Out By British

(Reuter's Service)

Paris, September 17.—There is apparently some misunderstanding as to what happened at the sitting of the Supreme Council regarding Russia. The statement that the Supreme Council had agreed that the British policy of evacuation was justified as against Russian adventures by the Allies because the Council profoundly believed that the Russian people must settle their own future provided that they respected the rights of their neighbors, was given out by the British delegation. The American and French delegation express complete ignorance of any decision in connection with the evacuation of Russia.

The London newspapers are perplexed and wait explanations.

Reports From Fronts

London, September 18.—Since August the Allied forces on the Archangel-Murmansk front have captured over four thousand prisoners and twenty-nine guns.

The Siberian offensive is continuing successfully. But to the north the Bolshevists continue to advance east of Tobolsk.

New Gymnasium For Navy Y.M.C.A.

The Navy Y.M.C.A. on Avenue Edward VII is to have a gymnasium. The large godown adjacent has been loaned by the Standard Oil Company and has been equipped with shower baths, punching bag, basket ball, hand ball, volley ball and indoor baseball equipment. A new hard-wood floor has been laid. Sailors are already making use of the gym.

Repairs have been made in the Chinese Y.M.C.A. on Szechuen Road. Twenty-four sets of stall bars for Swedish gymnastics, a horizontal ladder and new steel lockers have been added. Classes opened Thursday.

CHARGES CAILLAUX FACES FIXED BY COMMISSION

Is Accused Of Attempt Against The State Abroad Which Carries Death Penalty

(Reuter's Service)

Paris, September 17.—The Commission appointed by the French Senate as a high court of justice has announced that M. Caillaux will be sent for trial on a charge of an attempt against the security of the State abroad. The charge involves the death penalty according both to the penal code and to the code of military justice.

The report of the High Court Inquiry Committee which pronounced by 7 votes to 2 for arrangment of the ex-Premier Caillaux before the Senate constituted as a Court of Justice recalls the notes which were discovered in a safe at Florence proving that early in the War Caillaux planned to seize power in order to make peace with Germany.

GETTING SOME MILEAGE

Four full years of service from two United States Nobby Tread tires is the record reported by Benjamin F. Rich, of North Chatham, Mass. who put these two tires on a Ford truck. He has used them every business day, winter and summer. One of them gave out a few days ago, after giving 38,000 miles, but the other is still going.

When you're thirsty try a glass of iced
AMERICAN
APPLE CIDER
At all clubs, hotels and stores
Connell Bros. Co., Agents.

Merchants can get complete information about the day's business just as soon as they want it

That's what a modern National Cash Register will give them. At closing time a glance at the register will show many things:

(1) Total amount of merchandise sold.
(2) Total cash received for goods.
(3) Amount of your charge sales.
(4) Detailed record of cash received on account.
(5) Detailed record of cash paid out.
(6) Amount of each clerk's sales.
(7) Number of customers each clerk waited on.
(8) Total number of transactions made during the day.

All these figures are there before you—absolutely accurate and reliable because they have been recorded *by modern machinery!*

You cannot afford to be without the valuable information that an up-to-date National Cash Register illw give you.

Stocks Carried by
AMERICAN TRADING COMPANY
Sole Agents in China

STOVES

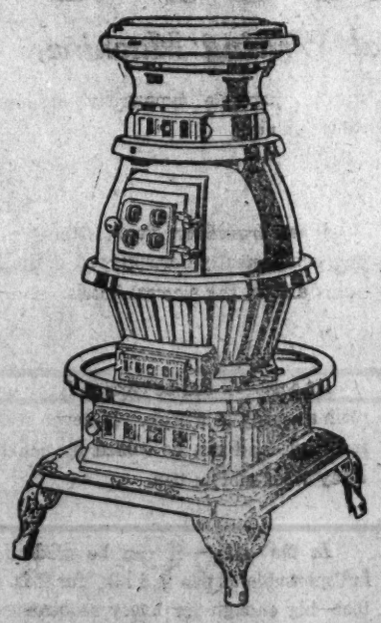
The Comfortable and Attractive Kind

Southard Robertson Co.'s

HEATING STOVES

The Magnetic Oak is attractively fitted with Nickel Foot Rail, Nickel Urn, Nickel Steel Top Rings and Nickel Knobs. Different styles and sizes.

Prices ranging from $25.00 to $82.00



These Stoves are made heavy and durable and are suitable for heating factories, stores and large offices. Different styles and sizes.

Prices ranging from $38.00 to $115.00

The comfort of the Home depends upon the Stove

The Southard Robertson Co.'s Stoves are made heavy and durable, they are attractive in appearance, and particularly adapted for use in China.

For the Home, for the Office, Store or Factory.

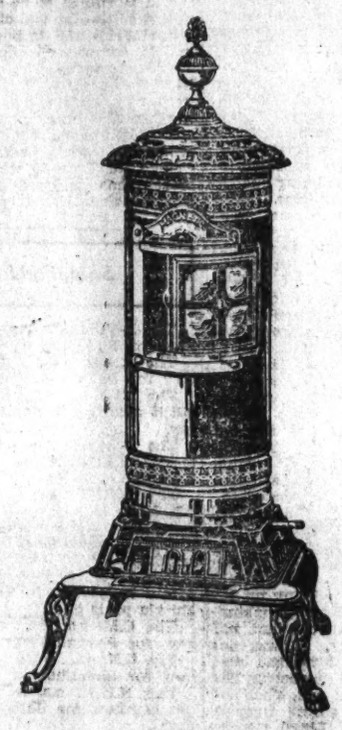
Visit our Showroom and make your selection as soon as possible.

The Stoves shown in the illustrations are only a few of the many styles carried in stock

MUSTARD & CO.

22 Museum Road Shanghai

SOLE AGENTS FOR CHINA, HONGKONG AND MACAO.
BRANCHES:—TIENTSIN, HONGKONG, HANKOW, CANTON, HARBIN.



These Sheet Steel Cylinder Stoves are absolutely Dust-proof. The fire chamber is arranged with high Brick Lining. They can be had with or without full Nickel Trimmings.

Prices ranging from $15.00 to $53.00

These Open Fire Stoves have all the advantages of the Open Grate fire, giving Heat and Ventilation as well as adding to the cheerfulness of the Home.

Prices ranging from $50.00 to $85.00

LLOYD GEORGE'S SPEECH IS PLEA FOR LEAGUE

World's Frenzy Of Anger And Blood, He Says, Calls For Use Of Federated Power

(*Reuter's Service*)

London, September 17.—Mr. Lloyd George addressing the Brotherhood Congress at the City Temple today paid a tribute to the late General Botha's character and his beneficial influence at the peace conference and also to his successor, General Smuts, to whom, he said, the country owed more than it realised. It was useless, Lloyd George proceeded, talking about the old world as if nothing had happened to it. The pre-war autocracies like the Hohenzollerns, the Romanoffs and the Hapsburgs, which had governed two-thirds of Europe had gone forever and the world was richer and stronger through their disappearance.

The Premier dwelt on the unprecedented fundamental changes in the history of the world since the outbreak of the war but said that many more were necessary to complete the picture. Slums must go, great armaments ought to disappear. The long drawn out wretched Irish misunderstanding must pass away. Waste in every form must disappear, and Britain freed from insobriety, penury and squalor, must become a free land.

He asserted that rather than accept the position of leading counsel for the old order of things, which some ascribed to him, he would throw up his brief tomorrow. These changes, he went on, could only be effected by steady, patient work and co-operation. He declared that if one-third of the great qualities brought out by the war were consecrated to peace for five years, people would not know this world.

Mr. Lloyd George appealed to the people not to quake or quarrel before smaller obstacles, after overcoming a gigantic one. The current difficulties were great but only secondary to the difficulties of the war. He emphasised the necessity for displaying a spirit of fair-play. The League of Nations was an organised attempt to substitute fair play for force in a world not yet settled down. In half of Europe and nearly half of Asia, he said, you heard the tramp of armed men marching to the slaughter of their fellow men. The world's frenzy of anger and blood had not yet exhausted itself, and he feared this welter of warring peoples would continue unless a strong head like that of the federated power of the nations of the world insisted on peace from ocean to ocean.

The exercise of fair play also demanded that capital should see what was a fair price which would enable a workman to bring up his family as worthy citizens. Combinations of workers should not use their power unfairly. It was not sufficient to say that we had won the war; we wanted to reclaim the wildernesses of the world, clear out the jungles and redress wrongs. That was due, Mr. Lloyd George concluded, to the immortal dead who had died for the redemption of the world.

LITTLE HSU'S BONDS NOT TO BE ISSUED NOW

President Unwilling To Mar Chances Of Eigth Year Domestic Loan

(*From Our Own Correspondent*)

Peking, September 17.—Owing to his urgent need of funds for the maintenance of his Northwestern Frontier Defense Army and for the development of the resources of the frontier territories, General Hsu Shu-cheng has been constantly pressing the Government to issue the Frontier Development Loan bonds which were approved by the Cabinet last week. The printing of these bonds is going ahead rapidly, and the regulations for their issuance were submitted to the President on the 15th of this month. The President, however, is opposed to putting the bonds on the market at the present time as he feels that there is still strong popular opposition to the Eighth Year Domestic Loan bonds and that the issuance of the Frontier Development bonds would kill whatever chances the Government has left of floating the Eighth Year Domestic Loan. General Hsu's Frontier Development bonds will not, accordingly, be put on the market for the time being.

President Hsu Shih-chang has been stiffened in his opposition to Little Hsu's bond issue by the support of General Tuan Chi-jui, who of late has come out strongly against many of Little Hsu's policies and is evidently breaking away from him definitely. Tuan has evidently come to the conclusion that his future career is ruined if he stays on the side of Little Hsu and other military reactionaries and is now steering a middle course and supporting the President wherever he can. General Ni Shih-chung's visit to Peking last week was made for the purpose of healing the breach between Tuan and Little Hsu, but General Ni's arguments were not persuasive enough for Tuan to see them. The breach has widened rather than lessened since Ni's trip here.

Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Kiukiang left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The B.I. s.s. Japan is expected to leave Hongkong for Shanghai tomorrow.

The N.Y.K. s.s. Takeshima Maru left Moji for Shanghai on Friday and may be expected to arrive at N.Y.K. Wharf about 7 o'clock this evening.

The P. & O. s.s. Khiva was expected to leave Colombo for Shanghai via ports on Thursday morning.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The S.M.R. s.s. Sakaki Maru was due in Shanghai from Dairen and Tsingtau yesterday and will sail for Dairen direct tomorrow at 11 a.m. The tender with passengers will leave the Customs Jetty at an hour earlier.

The P. & O. s.s. Dilwara, from Bombay, left Hongkong at six o'clock on Thursday morning and is expected to arrive in Shanghai this morning.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Tatung will leave Hankow for Shanghai today.

The I.-C. s.s. Choysang is due in Shanghai from Hongkong and Swatow on Tuesday.

The I.-C. s.s. Koonshing is due in Shanghai from Tientsin, Chefoo and Weihaiwei on Wednesday, the 24th.

The B.I. s.s. Gregory Apcar is expected to leave Calcutta for Straits, China and Japan on October 1.

The M.M. s.s. Paul Lecat, with the French mails of August 23, will leave Saigon for Shanghai and ports tomorrow and may be expected to arrive here on October 2.

The P.M. s.s. Ecuador arrived at the China Merchant's Central Wharf from San Francisco and ports on Thursday morning and will sail for Manila and Hongkong tomorrow morning at ten o'clock.

The T.K.K. s.s. Tenyo Maru, from San Francisco, left Nagasaki yesterday and is due at Woosung at midnight tonight and the tender with inward bound passengers and mails may be expected to reach the Custom Jetty about 10 a.m. tomorrow. The Tenyo sails for Hongkong direct tomorrow afternoon and the tender with outgoing passengers will leave the Customs Jetty at 5 o'clock.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Thursday.

The C.N. s.s. Tean will leave Hongkong for Shanghai today.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Waishing will leave Hankow for Shanghai on Tuesday

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai on Tuesday.

The S.M.R. s.s. Kobe Maru is due in Shanghai from Dairen on Tuesday and will sail for the same port via Tsingtau on Thursday at noon The passenger tender will leave the Customs Jetty at an hour earlier.

The C.P.O.S. s.s. Empress of Asia arrived at Woosung from Vancouver and ports yesterday morning and sails for Manila and Hongkong early this morning.

The M.M. s.s. Sphinx, with French mails, will leave Marseilles tomorrow and may be expected to arrive in Shanghai on October 31.

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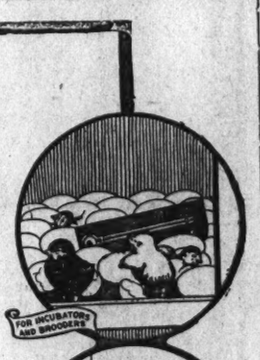

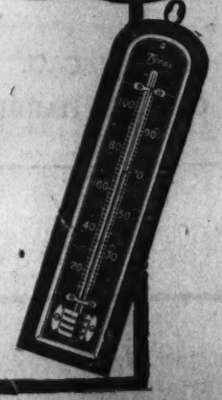

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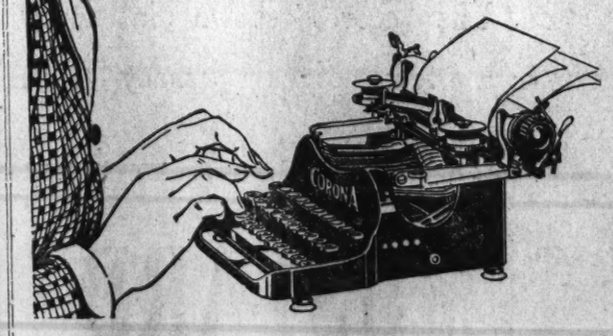

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AND IN THIS WISE

This week our Crockery Glass, Earthenware and Hardware Depts. are in their new home on the second floor (two lifts) and the move has disclosed the existence of a lot of oddments in Enamelled Ware, Cooking Pans, Oil Stoves, Aluminium Goods, etc. We can't give particulars, but every item is a bargain, and a

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Self-Determination For The Icelanders

Denmark's Action Has Applied New Ideas Of Freedom To The Independent Island People

Denmark has recently recognised the full sovereignty and independence of Iceland, which enters the Danish federation on a full par with the mother State.

By Gudmunder Finnbogason
(*Professor in The University of Iceland*)

On December 1 the new Icelandic flag was hoisted on the Government House in Reykjavik, and a little State of 93,000 people entered the family of nations. This agreement between Denmark and Iceland was reached on the initiative of Prime Minister Zahle of Denmark and Jon Magnusson, Premier of the Icelandic Kingdom, with the approval of the Icelandic Althing and the Danish Parliament. Under it the King of Denmark becomes King of Iceland.

The King may not accept the sovereignty of other nations without consent of the Parliaments of both Denmark and Iceland. Danish subjects have in every respect the same rights in Iceland as native Icelanders, and vice versa. Subjects of each State are exempted from military service in the other. To Denmark as the representative of Iceland are Icelandic foreign affairs intrusted. Iceland has, in the Danish Foreign Office, an agent who is commissioned to despatch Icelandic affairs. Iceland may, on her own budget, make provisions to send Ministers or Consuls to those places where Denmark has no diplomatic or Consular agents; to Danish legations and consulates may again be adjoined Icelandic advisers, also appointed by Iceland. Special delegates empowered to discuss exclusively Icelandic affairs may also, after deliberation with the Danish Minister of Foreign Affairs, be sent by the Icelandic Government. Danish ships under the Danish flag guard the fisheries in Icelandic territorial waters until Iceland desires to entirely or partly take that control into her own hands. Various affairs with which both Denmark and Ireland are concerned shall be settled by way of agreements concluded between competent officials of both nations. Each country decides for itself how its interests and those of its subjects shall be protected in the other. A consultative committee of six members, appointed in equal proportion by the Danish and Icelandic Parliaments, shall on principle be allowed to give its opinion on all bills which concern the interests of both countries before they are presented to the respective Parliaments. Should there arise in the interpretation of the Union act such difficulties as the Governments of both nations could not adjust between themselves, then these difficulties shall be submitted to the arbitration of a committee of four members, the High Court of each nation electing one-half. If the votes are equally divided, the decision shall be handed over to an arbitrator chosen alternately by the Swedish and Norwegian Governments. After the expiration of the year 1940, the Parliament of each nation can of its own accord and at any time, demand that the act of union be taken under revision. Should this revision not lead to a new agreement in the course of three years the Danish Parliament or the Althing may, each for itself, declare null and void the contract contained in the act of union; this declaration takes effect if the Parliament by its votes, and the people by a plebiscite, both give it an appointed majority. Denmark informs other nations that she recognises Iceland as a sovereign State and that Iceland declares her perpetual neutrality.

"Iceland," says Viscount Bryce, "is a country of quite exceptional and peculiar interest, not only in its physical but also in its historical aspects. The Icelanders are the smallest in number of the civilised nations of the world. Down till our own days the island has never had a population exceeding 70,000, yet it is a nation, with a language, a national character, a body of traditions that are all its own. Of all the civilised countries it is the most wild and barren—nine-tenths of it a desert of snow mountains, glaciers, and vast fields of rugged lava, poured forth from its volcanoes. Yet the people of this remote isle, placed in an inhospitable arctic wilderness, cut off from the nearest parts of Europe by a stormy sea, is, and has been from the beginning of its national life more than 1,000 years ago, an intellectually cultivated people which has produced a literature both in prose and in poetry that stands among the primitive literatures next after that of ancient Greece if one regards both its quantity and its quality. Nowhere else, except in Greece, was so much produced that attained in times of primitive simplicity so high a level of excellence both in imaginative power and in brilliance of expression.

"Not less remarkable is the early political history of the island. For nearly four centuries it was the only independent republic in the world, and a republic absolutely unique in what one may call its Constitution, for the Government was nothing but a system of law courts, of laws, the enforcement of which was for the most part left to those who were parties to the lawsuits."

It was this Icelandic Republic which in the years 1262-64 made a covenant with the King of Norway. There we read how the Icelanders granted the then King of Norway royalty over Iceland. This is the concluding sentence of that remarkable document: "We shall and also our descent, keep all fidelity with you, so long as you and yours descent keep this deed of agreement with us, but free are we from it if it is broken on your part in the opinion of those men who know best." This old covenant, called the "Gamli Sattmali," has been a deed of law from which Icelanders have always refused to depart. It was appealed to at various epochs, whenever attempts were made to resist the ever-increasing encroachments of the royal power, first Norwegian, then Danish, after Iceland, along with Norway, (1380,) was inherited by the Danish crown, to which it has been united ever since. However sorely tried Iceland has been by volcanic eruptions, polar ice, plagues, isolation and trade monopoly, she has never lost the consciousness of her old right, and when the renaissance came in the beginning of the nineteenth century, when, under the leadership of the excellent chief Jon Sigurosson, the nation claimed that independence which she had lost in matter of fact, the History of Iceland was the arsenal whence weapons were sought, and the proposition was put forward that Iceland is by right a sovereign nation in royal union with Denmark.

The new Constitution which Iceland obtained on her millenary in 1874, the improvements made thereto in 1903, when the Government was brought into the land, with an Icelandic Minister residing in Reykjavik, and responsible before the Althing, were steps in the right direction, but inadequate to satisfy a nation who could always point to the fact that her prosperity was always in proportion to her independence.

Most Icelanders of today can trace their genealogy back to the Norse chieftains who first colonised the country a thousand years ago. The modern Icelander still speaks and writes the language of his forefathers in such a way that if the first colonists now stood up from their grave and addressed their descendants to the thirtieth degree who now dwell in the country, every man's child would understand them. They would nevertheless be the first to admit that the old language, so strong and so rich, has not lain stagnant, but, on the contrary, acquired new words as Iceland's horizon altered and widened. Yet they would see their own mark on every work, for the literature, which has never ceased to live and evinces now more activity than ever, has sprung from the seeds they sowed.

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Europe's Crying Need For Sanitation

Belgium's Most Famous Surgeon Outlines Huge Work That Must Be Done On Continent

By Arthur Benington

New York, August 5.—When Dr. Joseph A. Blake was talking to me a few weeks ago about the lessons which surgeons had learned from the war, he told me to see Dr. Antoine DePage, the famous Belgian surgeon, who, he said, was responsible for some of the most important advances in surgery and had some practical ideas about what war-torn Europe needs most. Dr. DePage has been in America for several weeks lecturing at clinics and attending the "Victory Meeting" of the American Medical Association at Atlantic City last month. Here he was one of the most eagerly listened to of all the eminent physicians and surgeons who had gathered from all over the world to discuss the after-war problems in healing the sick.

In spite of the fact that he speaks little English, Dr. DePage is very well known in America, for he presided at the great surgical congress here five years ago and has long been famous as one of the world's greatest surgeons. Professor of surgery in the University of Brussels, he was one of those who attended the late King Leopold in his last illness and performed the terrible operation that was resorted to as the last chance of saving the monarch's life. And he will always be received sympathetically in America because of the tragedy that befell his wife when returning to Belgium in 1915 after collecting about $150,000 in this country for the relief of suffering Belgium. She was one of the passenegrs on the Lusitania and was drowned after heroically delaying her own departure in a lifeboat to bandage the crushed hand of a seaman.

Every surgeon who attended the convention four years ago remembers with admiration the demonstration made by Dr. DePage of men wearing artificial limbs with which they not merely walked and handled knives and forks but with which they performed such delicate operations as buttoning their collars, tying their cravats and picking up small coins from the floor. The marvel of the artificial hands and feet was great enough, but still more marvellous was the fact that some of these men had been able to use their artificial limbs within two weeks of the amputation of the natural ones.

This was made possible by a radical change in the method of treating broken joints, developed by Dr. DePage and Dr. C. Willems, another Belgian Army surgeon. This is based on the immediate active mobilisation of the joint, the patient being made to exercise the muscles from the very day of the operation. This system was in use in Belgium before the war, but it has been much perfected during the years of hostilities, and it took the war to convince the surgeons of other lands that they were all wrong in keeping a fractured joint immobile.

And Dr. DePage was closely associated with Edith Cavell, for she had been for several years the chief nurse at his hospital in Brussels. She had been one of the first students to enter the training school for nurses which he established seven years before the war, and she had become not merely an assistant but a friend of both Dr. DePage and his wife.

I met Dr. DePage at the Congress of the American Medical Association at Atlantic City. We sat on a sofa in the lounge of the Traymore and chatted about the woful lack of sanitation in Continental Europe and the best methods of bringing about a reform.

"It is necessary to change the habits of the people," he said. "The mass of the people in Continental Europe is still a hundred years behind the times, so far as sanitary conditons are concerned. In Belgium the people are a little more advanced than that of France or Italy, especially in the cities, but all these countries the rural districts are still mediaeval in their ideas of what conduces to health.

"We do not use baths as you here in America do—at least the average man does not, but of course among the educated, travelled upper classes there is much more enlightenment. The plumbing arrangements, privies and so forth in our country towns, villages and farms are of the most primitive description and, perhaps worst of all, there is still a mediaeval dread of fresh air.

"Even in our schools the children are taught to beware of draughts, that most diseases come through draughts, that it is dangerous to breathe the night air. Consequently, windows are closed tight at night, and you may still find in many places the alcove bed with its curtains, or even shutters that are closed as soon as the occupant enters.

"And our people—even the intelligent people—have no horror of flies. They have not yet learned the role the fly plays in carrying the germs of disease from filthy garbage and filthier cesspools to the food that lies in the kitchen or dining room or nursery.

"Is it any wonder, then, that such diseases as tuberculosis spread rapidly and make dreadful ravages among the people?"

What Dr. DePage said about dread of fresh air and tolerance of flies reminded me of two incidents of my stay in Rome last year, which I recounted to him as illustrations. When the epidemic of influenza was at its height, Drs. Marchiafava, Bastianelli and other leaders of the medical profession in Italy announced through the newspapers that the most effective precaution against infection was to live in the open air, to keep one's bedroom windows open at night and, especially, to insist that the windows of crowded trolley cars be kept open. This sound advice aroused a storm of protest, the gist of which was that if it was followed everybody would catch pneumonia. And the Romans were not at all convinced when these eminent physicians replied that the very best way to catch pneumonia was to live in foul air.

The other incident related to a big blue-bottle fly that buzzed about in one of the Rome offices of the American Committee on Public Information and was finally hunted down and squashed by a young American Army officer. An intelligent and well educated Roman employed in the office as a translator went to the office manger, and with tears in his eyes denounced the fly swatter as guilty of gross cruelty in taking the life of this beautiful creature. Nor were we able to convince him that the iridescent blue-bottle fly was a menace to his and to our health. Dr. DePage shrugged his broad shoulders on hearing these stories and commented that they were typical of the ways of the people all over Continental Europe.

"In the face of such almost universal ignorance of the first principles of hygiene," he continued, "what can we do?" It is not enough that our doctors be well educated and well trained. They are that now. We have in Belgium and France and Italy many of the most enlightened physicians and surgeons in the world, but a comparatively few doctors can do very little to change the immemorial habits of a people. All the preaching of the doctors is in vain against deep-rooted traditions. A campaign of education that will really reach the people is necessary.

"For this we must have nurses, not merely hospital nurses but women who will go out into the homes of the people, teach them, show them by practical demonstration how much better in health they and their children will be if they adopt and practice the hygienic methods that have been proved to be the best—scrupulous cleanliness of body, of apparel, of dwelling places; purity of water and milk, fresh air, eradication of flies and mosquitoes; proper disposal of refuse and sewage, and so forth.

"Now, that is exactly what I am at work upon now. It is not a condition that can be brought about in a few days or a few years. First of all, we must have nurses and social workers, and these can be had only after thorough training.

"What I propose and what you Americans can help to bring about, if you will, is a great model hospital and training school to be situated in Brussels and to be dedicated as a monument to Edith Cavell, who was the pioneer in this work in Belgium, and to my late wife, Marie DePage, who was so devoted to that work.

"This will serve as a model for other hospitals throughout Belgium, and the women trained therein will go out through the length and breadth of the land sowing the seeds of knowledge of the hygiene of the home among the masses of the people. From this center will radiate the campaign for the health of the Belgian people. Our British friends have already pledged half the amount of money needed to start the hospital and training school. They are doing it as their contribution to a practical memorial to Edith Cavell. We Belgians are left so impoverished by the German invasion and the ruthless devastation of our country that we are not in a position to do very much ourselves, and hence we are constrained to beg assistance from you who have been fortunate enough to escape the horrors of a German invasion. We do this with the more assurance, as we know that you recognise that the health of the whole world is imperilled by disease in one country. The privations that Europeans have suffered in the last five years have seriously reduced their powers of resistance to disease—witness the mortality from influenza in the last year of the war—and rendered them more than ever susceptible to the attacks of such diseases as tuberculosis.

"As at present organised, our hospitals, with a few marked exceptions, are old-fashioned in their equipment and methods and therefore incapable of handling successfully any serious epidemic. The nurses are almost all nuns, good, kind, capable women within their limitations, but not educated in social hygiene, and therefore unable to teach the people.

"It would be easy to spend vast sums of money in re-equipping the hospitals of any country and in founding training schools for nurses, but by thus scattering you would not achieve the lasting results that will be obtained by concentrating all your expenditures and all your efforts on one central institution which should be a model for all the rest of the country, producing such results that all other hospitals and training schools would soon begin to imitate and emulate it.

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MONDAY, SEPTEMBER 22nd

A New Mixture For American Melting Pot

Brides Doughboys Have Brought Back With Them From France Present A Unique Social Problem

By Hannah Mitchell

New York, August 7.—America's newest citizen is the returning doughboy's foreign-born wife. Whatever her nationality a few months ago, Belgian, French, English, Russian or—and we might just as well face it—German, her marriage certificate has made her a citizen of the United States.

More than 1,200 of these new citizens have come to America and scattered to various communities that are their husbands' homes. Most of them pass through New York so quietly that few persons except the officials who look out for them at the port of debarkation realise they are here. Probably the only reaction their coming produces that is at all personal is one of curiosity from the home folks when these Old World girls reach the small town or rural community in which they are to take up life in the New World.

For the next few weeks these foreign-born wives will be brought to this country and swallowed up in towns and villages. The problems they present, if any, will not be felt for some time. Up to this time practically no one, least of all the new citizen herself and her husband, has faced the fact that there may be a problem. The touch of romance that makes the whole world akin has tinged the picture of the war bride in every land, but little of it is in evidence when she disembarks at Hoboken. The trip across is tiresome and uncomfortable. The rush to bring American women over from Europe has been so great the last month that quarters on board ship have been decidedly crowded. Few of the girls have ever travelled to any extent before. None of them knows just why she is coming out to this strange land. They are, naturally, when they reach Hoboken, a dejected looking group of girls.

At first glance about the dining room of the transport (where the foreign-born wives of our soldiers are gathered as soon as the ship is docked) one is reminded of the old Ellis Island cages and ferries. Most of these war wives belong to the same class as the immigrants of the days before the war. The only variation is that the new immigrant picture shows nothing but women with a few children, and practically all of them very young.

From the transport the wives are taken in Red Cross ambulances to the Y. W. C. A. Hostess house at Forty-first Street and Lexington Avenue. This is a capacious place where a large number of them can be housed. They may stay at the Hostess House until their husbands are discharged. This is supposed to take place at once, the War Department having issued an order several months ago that soldiers accompanied by their wives should be discharged at the port of debarkation. Sometimes there is a hitch about this, however, and several of the girls have lived at the Hostess House for more than a month. The doughboy husbands usually come on the same ship, being detached from their regular organisations and sent as casuals.

In their dazed state of mind the girls coming into the Hostess House are usually homesick. For the first time they begin to realise what they have done, or if they don't fully appreciate it they at least begin to feel that some radical change has come into their lives. They don't know whether they're going to like it or not. Some of them cry, and others take on the sullen indifference which turns to temper when disturbed. Nevertheless they all want to cry, and this stubbornness is not vicious. It is merely the helplessness and dumb anger of the peasant class when a situation presents itself that is new and uncomfortable.

For to the peasant class most of the girls belong. Those from the Continent come from villages and farms. A majority of them have never seen a city before they come across town from the North River ferries. The Hostess House seems big, yes, and grand, but not at all homelike at first.

So, to help kill the first homesickness these girls, who have changed their nationalities so shortly, write letters. There isn't much of anything else to do in the days of waiting at the Hostess House, and the piles of letters to families in the Old World grow all day long. Parents who never received letters before in their lives are probably receiving all sorts of accounts from their homesick daughters as to how we Americans act and do things and how we treat our new citizens.

Meantime there is an overtone of children's prattle and babies' complaining. Three or four restless children are usually playing in the big reception room of the Hostess House. The sight of these children—three, four and five years old —evokes a question in every visitor's mind:

"Where did they come from? Whose are they? Our doughboys haven't been in France that long."

Certainly not, but a number of our soldiers have married the widows of French and British soldiers and, incidentally, adopted the families of these men. From the stories of how well the doughboys got on with the children in Europe, it may be supposed that these little people were possibly responsible for several of these international romances.

One little English bride sat with her English son, waiting for her American husband. She had shown no animation or interest in her new country since her arrival. The child and the husband were the members of the family interested in each other rather than the English girl and the American doughboy. One day a Y. W. worker sat down beside the sad looking little woman and asked gently, "You were married before?"

The girl's eyes filled as she eagerly drew a locket from her bosom. "My husband," she said, showing the picture of a British soldier. "He was killed at the beginning of the war, two weeks after we were married. He never even knew there was going to be the baby." As she took the locket from the Y. W. worker's hand she murmured, "My husband!"

Another war bride carried a locket containing the photograph of her French poilu husband on one side and that of her American doughboy husband on the other.

Of course, the babies of the American soldiers are being brought over as well as these little foreign stepchildren. For its next trip the George Washington, the liner used by the President on his trips to the peace conference, is being converted into a baby ship. Every transport bringing foreign-born wives carries its quota of babies. Ten babies can make quite a stir on board. To bring 200 and their mothers over, as it is planned to do on the George Washington, the ship will be transformed into a baby hospital. Nurses and physicians will have charge of the mothers and babies.

It has been remarked that these little half-American babies are the best cared for children in the world. It is true they get plenty of attention, such as it is. In fact, they get too much attention. They get too much misdirected care. One little fellow at the Hostess House was noticed by every one who picked him up because he had such a strong back. Undressing revealed that he was wrapped and bound to a board. He looked like a real bambino.

At meal time every kind of bottle is produced except a beer bottle, and the ignorant little war mothers have little idea of the value of cleanliness and sanitation regarding their babies. Pacifiers are rampant and all kinds of rocking and jiggling of little brains go on until the "Y. W." begins its education.

Recently a baby clinic was started at the Hostess House as part of the daily routine. Just the ordinary care of the baby is the main part of the program given every morning by several nurses from the Public Health Nursing Association. Few young mothers know anything about how to bathe their babies or feed them. And these war mothers, although not particularly eager to learn, are nevertheless becoming interested in what they should do for their babies.

Exhibits of baby clothes and maternity clothes have been furnished at the Hostess House, and the mother's first interest is aroused by these. This work for the babies and the mother's interest is the beginning of the war brides' Americanisation.

And incidentally about these war babies, most of them are "he's." True to the statistics on war babies, there is a greater percentage of boys than of girls.

Most of the soldiers who have married foreign-born girls are from small towns and farms in the Middle West, the Far West and South. The names of the foreign-born wives now married to American men are just as foreign as their maiden names were. Nearly all of the husbands are naturalised American citizens or the sons of immigrants.

The girls have been used to work all their lives, and in considering their future homes they do not shrink in the least from the idea of work either on the farms, to which so many of them are going or in their households. The eagerness with which many of these little war wives speak of "the farm" to which they are going has a tone almost of reverence.

These girls, among other occupations, have been farm workers domestic servants, munitions workers, pianists in moving picture houses, stenographers and milliners.

The Y. W. C. A. has done everything possible to make these new citizens comfortable and to save them trouble and inconvenience in New York. It is now making plans for follow-up work when the war wives reach their new homes.

Greetings from the "girls he left behind him" to the girl he brings home with him may not be expected to be of the most cordial type. A close-up of the little foreign bride as she averages is not any too attractive to the American girl, who is naturally prejudiced before she sees her foreign competitor. From conversations with the war brides themselves it is apparent that the American girls in turn seem rather queer to them.

Most of the foreign wives are very young. A number of them were only fifteen years old. They are smaller than American girls, have thicker ankles and smaller feet. Their funny little short-vamped shoes, dressed up with huge bows and balanced on unbelievably high wooden heels, are distinguishing marks. However, they in turn think our shoes are ugly and, ah! "so big."

Americanisation sometimes begins with shampoos and lengthening of skirts. Nearly all of the girls arrive with stringy frizzes that need shampooing badly. And nearly all of them, the older ones as well as the very young ones, wear their skirts noticeably short. Several groups at the Hostess House have gotten together and lengthened their dresses and practised fixing their hair in different fashions.

Some of the husbands have a sort of hang-dog look when they start out with their new wives. But most of them when they first arrive have the defiant air of being pleased with themselves for having done something rather unusual. When they leave the Hostess House with their discharge papers in their pockets and their wives on their arms they seem to begin to realise that there is more to the situation than a mere adventure.

Miss Helen Farquhar is in charge of the work among foreign-born wives when they go through New York. She says that the Y. W. C. A. has followed up many of the girls to the extent of keeping track of them in their new life. They usually write back to the Hostess House and many of them have shown their appreciation after they have left far more than they did when they were in New York. Miss Farquhar hopes that the "Y. W." may extend its work with the girls to a real Americanisation program through its local branches in the towns to which they are going.

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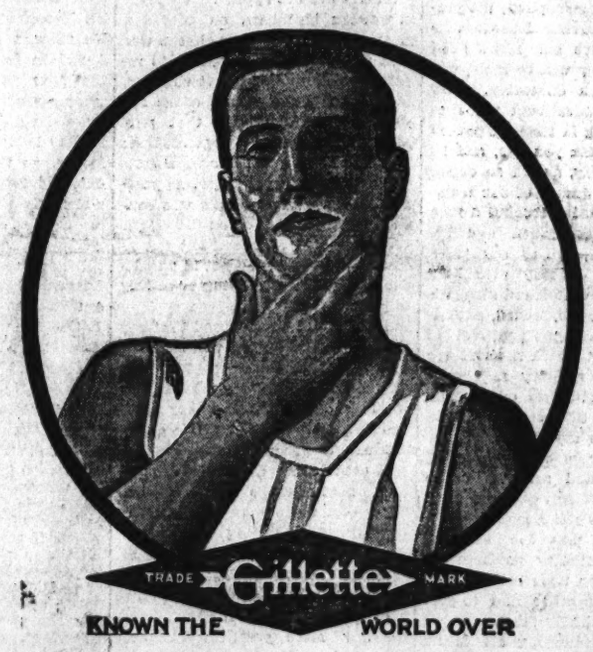

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WEDDING

BRODIE-HAUGHWOUT:—On Saturday, September 20, at Holy Trinity Cathedral, by the Rev. C. J. F. Symons, M.A., Marion Louise, daughter of Mrs. James Renton Brodie, of Portland, Or., to Warrin Beach Haughwout, son of the late John Hillier Haughwout, of New York. 25450

Today's Church Services

Holy Trinity Cathedral.—St. Matthew A., E. and M. (Fourteenth Sunday after Trinity). 8 a.m., Holy Communion, 9:30 a.m., Mattins, 10:30 a.m., Sung Eucharist; Hymns 437, 353, 322, 167. 6 p.m., Evensong and Sermon; Hymns 438, 432, 356.

St. Andrew's Church.—Broadway.—10:30 a.m., Mattins; Preacher; Rev. T. Gaunt, M.A.

Union Church.—11 a.m., Preacher: Rev. M. T. Stauffer; Subject; "Christian enthusiasm"; Chant: 99; Hymns; 513, 616, 301. 76. 6 p.m., Preacher; Rev. John Darroch, Litt. D.; Hymns; 30, 51. 183, 550.

St. Joseph's Church.—Masses at 7, 8, 9.15 and 11 a.m. At 11 a.m. High mass; Sermon in English. At 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days 7 and 8 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service, 11 a.m. Subject: "Matter." Sunday School 10 a.m. Wednesday Evening-Meeting 6 p.m. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nanking Road.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). On Sunday next the services in the above will be conducted as follows:—Morning 11 a.m., by Rev. J. L. Campbell, D.D.; Evening 6 p.m. by Rev. J. L. Campbell, D.D.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. M. H. Throop, M.A.

Military Training As Education

By George Soule

(The Dial, New York)

IN spite of the "war to end war," many good citizens are urging the establishment of universal military training in this country. If, as we were assured so many times during the past two years, the defeat of Germany will permit the nations to organise for peace without fear of unexpected interruption, the proposal must be advanced because its advocates believe six months or more in the army will be indispensable in American education. Now what is the educational value of military training in times of peace? Ask the next man you see, and he will doubtless say, as did an officer at the farewell dinner of our training company, that it teaches a man to keep his shoes shined and his trousers creased, and to say "sir" to his seniors. It may also help him to learn how to stand straight.

Other benefits are, indeed, expected. There is a vague approval of the "discipline" which a short experience of the military regime is supposed to instil into our unruly youth. Often this seems to be merely a polite expression of the hope that laborers will be taught not to strike and servants to be more zealous. But behind that exists a more worthy feeling—that if our young men are all run through the military machine we shall as a nation understand better how to work together and to produce more efficiently the results we want. And underlying all is an instinct which helped to send many of us into the army. It is the desire to get away from a too artificial and overcivilised world, a desire to gain power from victory over primitive hardships. The nation will become more masculine, it is believed, if men are thrown together and taught how to get along in a hostile world.

However it may have been with the men who saw actual fighting in France, those of us who remained six months or more in camps on this side felt an immense relief in returning to civilian simplicity and directness after the curiously artificialised existence of the army. The man who puts on a uniform soon discovers that he has not come nearer to reality—on the contrary, that he is farther away from it than ever. Every moment is formalised into a stiff pattern of behavior which is as difficult to practice gracefully as the etiquette of a Bourbon court. A dozen times a day the soldier is called to a formality at which he dare not be a moment late, and what he does at this formality has no more relation with the trade of war or any useful accomplishment than if he were practicing the latest tango in a ballroom. He learns to hold his rifle in certain positions, to move it expeditiously and in a predetermined series of motions from one of these positions to another, to take his appointed place in many complicated formations of troops—but no one of these rifle positions or formations of men is ever used in battle. When saluting a superior officer he must hold his hand and arm at a certain angle; he must learn in deep detail when to salute and when not to salute. Except for brief periods of rest, the whole time of the recruit is taken up with intensive training in these and a hundred other rituals, and the effort to be letter-perfect in them is as exacting as must be the education of an English butler. When a man becomes proficient in them he is called "a good soldier," and it is frequently said that a good soldier cannot be made inside of three years; in fact some old sergeants assert that a good soldier must be born. At any rate, the attention which the recruit must give to such matters absorbs nearly all his intelligence and nervous energy. So absorbing were they, that it was difficult to remember that a war was being fought.

The expected intimacy with the primitive did not appear. We slept in wooden buildings, on cots and mattresses, and between sheets. Our food was furnished according to regulations from the Quartermaster, and cooked on stoves by cooks appointed and trained for that purpose. In one of the organisations of which I was a member were tents pitched, and the anticipated practice in the uses of a rifle was confined to one half a day on the range. We had some exercise, but not so much as any man can get in an outdoor job or in a camping or sailing trip.

It must not be supposed that any changes in this regime will be made as a result of the war. The first dogma of the military man is that training of this sort, rather than training in the actual business of warfare, is necessary as a kind of first coat before the final polish of field maneuvers can be applied. "The best battery on the parade ground is the best battery in action." Traditional infantry drill, like the traditional classics in our older colleges, is supposed to furnish an essential disciplinary basis for any more practical exercise. We ought therefore to consider whether forcing young men to behave according to these strange formalities for a few months is likely to produce the benefits anticipated.

The constant obedience which is required to make men alert in essentially ridiculous accomplishments is thought of instrinsic value by many. Yet it is doubtful whether such obedience, solemnly enforced as it is by the fear of unpleasant punishments, can form a habit which will last long in the more natural civilian environment, where superiors may be selected, and a man's worth is more often measured by his originality and initiative than by his lack of it. The effect of such discipline before the war ended was merely repressive, and brought about nothing but an urgent desire to escape it. On the one hand many men were eager to get to the front, where "something real was doing," and they would at least have a chance to employ themselves in an undertaking which seemed to have some reason for existence. On the other hand those of any ambition were eager to become officers and so escape the stultifying obligations of the ranks. The only ones who remained inert under the routine were a few old regular army men to whom it had become an easy and professional habit, one which they would relinquish only reluctantly for any occupation demanding mental effort.

It is pure myth that the soldier acquires any capability in co-operation for hard work. Most of the tasks imposed upon him, particularly the physical labor usually known as "fatigue duty," are obviously invented to keep him busy. No one watches his work except to prevent him from loafing. He knows that a hard worker will acquire little credit from superiors but will on the other hand be regarded by his comrades as a scab. He knows that the more he accomplishes the more will be given him to do. If he happens to begin his duties

(Continued on Page 18)

Has President Wilson Won Or Lost?

By Simeon Strunsky

(Atlantic Monthly)

WHEN Mr. Wilson walks down the gang-plank of the George Washington, in the course of the next two or three weeks (I am writing in the third week of June), there is, of course, just one question which Americans will ask. It is a question which Mr. Wilson will probably ask of himself many times between Brest and the home shores. Does the President come home a victor or otherwise? Have the Wilsonian principles been vindicated? Has the Wilson peace been made? Upon one's general recollections—and prejudices—of the history of the Peace Conference, or upon a more thorough and conscientious study of the President's seven months in Europe, the verdict will be based. In either case it will be judgment passed upon Mr. Wilson abroad, upon Mr. Wilson as against the statesmen of Europe. He will have scored over Lloyd George or been beaten by Lloyd George. He will have won the decision over Clemenceau or been outwitted by Clemenceau. He will have asserted himself against Orlando and Sonnino or have surrendered to the Italians. He will have imposed his will upon a reconstructed world, all the way through the chaotic alphabet, from Albania to Zara, or he will have been completely vanquished by the old Adam of European politics. At the moment of writing it requires no special vision to foresee the entire range of judgment from one edge of the partisan spectrum to the other, from Wilson the victor to Wilson the ghastly failure.

Yet it must be obvious that at the moment of Mr. Wilson's landing in America we cannot say yes or no to the question whether he comes back in victory. And the reason is simply that Mr. Wilson's fight is not over. He has brought his European campaign to an end. He faces a new campaign on the American front. And precisely as the four years' war against Germany, raging all over the globe, found its decision in the last great battle between Arras and the Meuse, so the issue of victory or defeat for the President must be ultimately decided here at home, in the course of the next few weeks or months. If the Senate ratifies the treaty, including the League of Nations, then Mr. Wilson has won a *victoire integrale*. If the Senate rejects the League, then Mr. Wilson's battle has been a disaster. What happened to the President in Paris is of secondary consideration. His triuniphs over Lloyd George, Clemenceau, and Orlando will be nullified by the collapse of the Covenant, just as all Germany's victories in Russia and Servia were swept away in the collapse of the German front between Chateau-Thierry and Albert. If the Covenant is ratified, Clemenceau, Lloyd George, Orlando, and Makino may have won the battle of Paris, but they will have lost the peace of Versailles to the President.

Until the American people, through the Senate, has spoken, the outcome of the war and the peace is in abeyance. This is the belief of millions of men in this country and abroad, who can see in the treaty, without the League, a fair approximation to reason and justice. It is the belief of many men who see in the treaty only error and wickedness, but find recompense in the League. It is a belief eloquently voiced by a distinguished radical English publicist, who has been sufficiently drastic in his criticism of the procedure at Paris:

"Both the President and Premier Clemenceau have won and both have lost. The American peace is embodied in the League of Nations Covenant, and the French peace is embodied in the treaty. The Covenant lays down the scheme for a new world-order and the treaty re-establishes the old world-order; the Covenant aims at the abolition of militarism, and the treaty re-enacts militarism. But the two cannot coexist; they are mutually destructive. If the Covenant survives, the treaty must go; if the treaty survives, the Covenant is stillborn. It is my purpose here to appeal to American liberalism, in the name of English liberalism, not to desert the President. The struggle between the President and the Premier is not over; it has only begun."

True criticism does not condemn the artist for failing to do what he never meant to do. We cannot speak of Mr. Wilson's success or failuure unless we keep in mind the aim he set for himself when he sailed for Brest. That great purpose, the President's only purpose, was the League. It is fair enough to say that by his insistence on the League the President delayed the work of peace at Versailles; but it was because he thought of the League as the peace. Friends will call that his faith. Enemies will call it his obsession. The name hardly matters. Mr. Wilson's success or failure will be measured by the degree to which his faith or his delusion is realised. It is impossible to have seen and heard the President at the Guildhall in London, or to remember him at the first business session of the plenary conference in Paris, without realising how utterly the idea of the League had penetrated into Mr. Wilson's being, as the essence and meaning, as the foundation and the crown of the Peace. In London and in Paris it was the note he sounded in the first words that fell from his lips, it was the beginning, the climax, and conclusion of his argument. The League was the one thing for which he had come to Europe.

Between Mr. Wilson and the radical school of critics the issue is clear. He has been accused of doing things in violation of the spirit of the League of Nations, which things he did because of his faith in the League of Nations. He has been accused of sacrificing this many or that many of his fourteen points; but the President, if it came to that pass, might almost assert that for the sake of a League of Nations he would sacrifice all his other thirteen points. He has tried to make the treaty, as apart from the League, square as far as might be with his ideals; but the League was his one ideal. For the sake of the League he compromised with the French maximum demands, rejecting the left bank of the Rhine, but conceding the Saar. For the sake of the League he compromised with France in the matter of the self-determination of Austria. For the sake of the League he confessedly compromised with Japan in the matter of Kiaochow. His opponents have naturally asked how a man who believed in the reconciliation of the peoples—through the League—could sanction obstacles in the way of conciliation. His answer, just as naturally, has been that the League is the permanent and ultimate reconciler. With the League he expects to win back the price he paid for the League.

The President's enemies abide in two camps. To one set of men, the practical, hard-headed kind, he is a trafficker in the phrases of a misty idealism. To another set of men, among them many of his former disciples, he has been vacillating, weak, cowardly, and so down the line to clear high treason against the ideals of liberalism. It is my own firm belief that this empty doctrinaire, as viewed from the extreme Right, and this waverer and compromiser, as visualised from the extreme Left, has seen reality with clearer eyes and held fast to an ideal with a firmer grip than the multitude of his critics.

Mr. Wilson has remembered. He has remembered the fifty-one and a half months from August 1, 1914, to November 11, 1918, which so many of his countrymen have forgotten or have chosen to forget. And this thing which so many of us have forgotten is the once familiar vow that this must be a war to end war. We have forgotten our outcries when the agony was upon us: that this thing must never happen again. To that end alone Germany must be beaten and the new world built. The one great result of the war, the one profit that might make its horrors almost worth while, must be guaranties against the repetition of the horror. It must not happen again.

It was an amazing and disconcerting thing, when I arrived in Paris in the early days of last January, to find how many Americans, more or less in close touch with our peace mission, had forgotten the fervid oath of only three months back, how reconciled they were, only two months after the armistice, to the thing happening again. I was prepared to some extent for the usual swift transitions from war-psychology to peace-psychology. That our soldiers, once Germany had been beaten, should be intensely eager to go home; that France, from a champion of civilisation and a valiant comrade in the field, should quickly have become, in soldiers' gossip, a nation of profiteers and unpleasing personal habits; that the nation which had fought the German invader to a standstill should by the very fact of her victory over Germany lose her clutch on our sympathies; that invaded and massacred France should become 'imperialist' France—all these things were natural enough.

What was not so simple was to find men of affairs in close contact with our peace delegates madly anxious to close the chapter of the four-years war and get home. To get the army home *toot sweet*; to get the army home *toot sweet*; to sign a treaty *toot sweet*; to cut loose from the European mess which we never could understand; to go back where we were before the sixth of April, 1917—that was our sole duty. But what of twenty years from now, and another war in Europe. We'll cross that bridge when we come to it, I was told. This little old world could not be made over in a day. The point now was to get back home to business. We had forgotten, *toot sweet*.

Other Americans in Paris had likewise forgotten. After all, you would expect to find the hard-headed business man among the first to shed the war emotion. If he absorbed the lessons of the war, it would be through their continuing impact on his normal life. The problems of the new world must be translated into terms of his daily problems. He had neither the leisure nor the aptitude nor the desire for consciously cherishing a 'vision.' But there were in Paris and about the Hotel Crillon a large and active group of men whose professional concern—I use professional in no invidious sense—was precisely with the vision of a world after the war. They were newspapermen, publicists, social workers, officials connected with the peace mission, of a radical cast of mind. Today among the severest critics of Mr. Wilson, they were only six months ago his ardent disciples, with a greater faith in the President than Mr. Wilson possibly had in himself; for they, at least, seemed to have no doubt that it was in the President's power to impose his will on the rest of the Conference and shape the treaty quite as he saw fit.

Only that the things which they now saw were not what the President saw. They, too, had forgotten the one great longing which had been born out of the war—the longing for a guaranty against war. Theirs was the opposite impulse to that of the hard-headed business man. They did not say that the world, after all, was bound to be the same little old world that had emerged from other wars. On the contrary, they were so carried away by the possibilities of a totally new world that they forgot their original interest in a peaceful world. They forgot the League in their interest in Reconstruction. And Reconstruction during those months was such an ever-new thing in Europe, so full of dramatic changes and promises, so rich in ever-opening vistas, that the idea of a league rapidly became for them old-fashioned, inadequate, or even hostile to their new affections. Two thirds of Europe was seething with revolution. New nationalities, new classes, new alignments presented themselves. What was going on in Russia, in Hungary, in Germany became of infinitely more consequence than what might happen to the League.

It is true that a more or less perfunctory tribute was paid to internationalism, of which the League might be supposed a part. But their great concern was with Revolution, with Labor, with Mass Effort. And war and peace? Yes, war was still an evil. Yes, war was a device of the governments and the 'interests' to bedevil the peoples. And yet, this question of war—well, frankly, it depends, don't you know? It might be a capitalistic war, or it might be a people's war. It might be a war for enslavement, or it might be a war for freedom. In other words, Liberals have begun to talk quite like their imperialist opponents. The Liberal, too, has discovered that there are righteous wars and the other kind. The only difference is that the imperialist discusses righteousness in terms of nations and the new Liberal talks of war in terms of class. A Clemenceau war against the German people would be an unholy war. An invasion of Poland or Hungary by the Soviet armies bearing aid to fellow Socialists in Poland or Hungary would be a righteous war. And thus liberalism has opened the gates to the ancient enemy.

It is the President's outstanding service and his title to fundamental consistency that he has not forgotten. The memory of men's arms upflung in an agony of appeal against a return of the great horror has remained vivid to him, and he has written the vision into the Covenant. Between the men who six months ago cried out against war and now have their business to attend to and those others who cried out against war and have now found out that there are Revolutions and Reconstructions which they would much rather have than peace, the President stands forth as the man who has not forgotten. And with him, I take it, there are many millions of plain people who have not forgotten. How many millions, Mr. Wilson is now trying to find out.

If the analysis I have attempted of Mr. Wilson's impelling motive is anywhere near the truth, there emerges the question, should Mr. Wilson have gone to Europe? It is not altogether an academic question. Until the President's work is completed, until the treaty has been ratified in the Senate, the victory is not won. And therefore it is still of practical importance to review the campaign from the beginning, to ascertain what errors of tactics or strategy Mr. Wilson may have committed, and to see whether the mistakes might be rectified in the interest of ultimate victory, precisely as the Allies in the war drew profit from the mistakes of the first three years of conflict.

Objections to the President's trip, when his plans for the voyage were formulated last year, were largely based on propriety. There was the precedent against the Chief Executive leaving the country

(Continued on Page 15)

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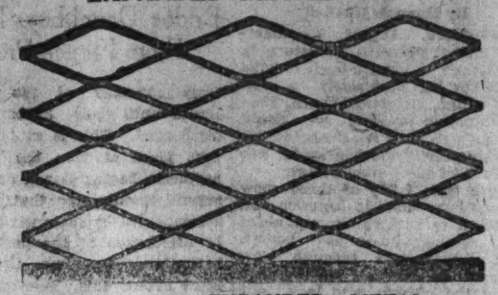

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NOW DO YOUR BEST TO HAVE HIM STRIKE YOU FIRST. THAT WILL GIVE YOU GOOD AND SUFFICIENT CAUSE!
OH ALL RIGHT, ALL RIGHT, WHATEVER YOU SAY!
IF HE HITS ME WHILE MY HANDS IS IN MY POCKETS HE'S A COWARD!
GOSH, HE DIDN'T EVEN NOTICE ME!
GEE WHIZZ, HE'S RUNNIN'. I'LL BET HE HEARD I WAS GONNA MUSS HIM UP AND GOT SCARED OUTA HIS WITS!
I AIN'T GONNA STAND NO MORE FOOLISHNESS FROM THAT GUY! - TO-MORROW I'M GONNA KNOCK HIM OUTA DEBT!
TOM McNAMARA

Has President Wilson Won Or Lost?

(Continued from Page 14)

during his term of office. The issue was debated from both sides in the spirit of a rather trivial legalism. On the one hand, a precedent was being violated. On the other hand, a precedent was not being violated. Mr. Taft had driven or walked half-way across the international bridge between El Paso and Juarez, to shake hands with a Mexican President. Mr. Roosevelt had gone on a battleship to the Canal Zone. Mr. Wilson would travel on an American battleship, make his home in the American Embassy, and so constructively retain residence on American soil. The debate was suddenly closed by a common recognition of the simple fact that, in an unprecedented situation, old precedents die and new precedents are born.

But if the war and Mr. Wilson's earlier actions, as some of his critics pointed out, had rendered obsolete the argument from precedent, it was still Mr. Wilson's duty to have considered whether the great purpose he had in mind would be best subserved by sticking to precedent or by violating it. What was the strategy, rather than the narrow propriety, of the situation? Here I cannot help feeling that Mr. Wilson's position was like that of the High Command in a great battle. G.H.Q. is always found well behind the battle line, and general officers do not lead the assault. There are exceptions, to be sure. Napoleon occasionally seizes the flag of a wavering regiment and presses on to victory. But it is only when disaster threatens that the risk is justified.

If America's interests at the Conference had been represented by men of Mr. Wilson's choice, acting under guidance from Washington, and those interests had been at any time imperiled, we can well imagine the President taking ship for Brest. And we can imagine the tremendous effect which such a move would have produced on the situation in Paris. It would have been what the rush of American troops across the seas was last summer. It would have been the oncoming of the reserves.

As things have turned out, it is possible to maintain that Mr. Wilson threw his reserves into the fight at the outset. We know that his prestige in Europe waned in the course of seven months. His second arrival at Brest naturally failed to evoke the tremendous repercussions of the first. We may well ask what would have been the effect if, in the last days of April, Mr. Wilson, instead of summoning the George Washington to Brest for the second time, had summoned her to New York City for his first trip abroad.

But the parallel between Mr. Wilson at Washington and Joffre or Foch one hundred miles behind the lines at G.H.Q. is not a perfect one. The Wilson battle-line lay only partly in Europe. One wing of the front, and for him the most vital sector, lay here in America. This problem would not have existed for the President if we had no constitutional provision requiring the ratification of a treaty by a two-thirds majority in the Senate, or if the President were absolutely assured of the necessary vote in the Senate. The facts were, of course, quite the other way. In the November elections the President had lost both Houses of Congress; and he had himself made the issue for the elections one of indorsement of his policies. It was difficult to explain away the outcome of the elections as due to matters quite foreign to war and peace. At least, the necessity confronted Mr. Wilson to demonstrate that, while a majority of the American people might be against Mr. Burleson, or against Mr. Creel, or against the Democratic Party on questions of domestic polity, a majority of the American people was still for a Wilson peace. But the President was not there.

The war against Germany was won, not primarily by leadership, but by national unity within every belligerent country and by national organisation for war within each country. Let it be recalled that not all Foch's or Haig's cares were concerned with the situation in the field. Many an anxious eye they cast back to the home front. When Mr. Wilson sailed for Brest to wage battle for a just peace, he left behind him neither a united country nor the organisation for re-establishing unity. To that task he might well have stayed at home and devoted himself. Through the press and the forum he should have advised—and consulted—the country and Congress on the aims and the methods of our peace representatives in Paris. I say advise and consult because it is obvious that much of the opposition which has arisen in Congress is not due to partisanship but to exasperation, natural to a great degree, with Mr. Wilson's reticence, with his self-sufficiency at a time when no statesman was big enough to dispense with the counsel of his countrymen. To explain where explanation was necessary, to placate where the strategy of the situation dictated conciliation, to attack where the challenge was clear—for all such purposes the President would have been at his strongest here at home. And his strength at home would infallibly have been reflected in the Conference, and victory in Paris would have been definite. It would have been the *victoire intégrale*, and in that case there would have been no supplementary battles to fight in the Senate after the Germans had signed.

This assumes that Mr. Wilson's delegates in Europe could have fought his battles as well as he has done. It is my belief that they could have done so. Mr. Wilson's presence in Europe was not absolutely necessary to rally liberal opinion in the Allied countries against their own governments in favor of a Wilsonian peace. It is naive to think that Mr. Wilson won the hearts of the French people in the course of a short drive along the Champs Elysees, that he won the Italian people by a single public appearance at Rome, that he won the hearts of the British people between Charing Cross and Buckingham Palace. He had their hearts before he set sail for Brest. He might have remained in the White House, and still be Wilson and America to the Italian peasants who are reported to have burned candles before his picture, and to the Poles and Czechs who erected statues to the great liberator across the seas.

Bulldog And Horse

(*From The London Daily Mail*)

A fight to the death between a bulldog and a horse was described to the judge at Bow County Court.

James Watson, a Poplar contractor, sued Messrs. S. Levy and Sons, of East India Dock Road, to recover £25 damages. Mr. Watson stated that when he came out of the army he bought a horse, which he arranged to stable with the Messrs. Levy.

"I took my horse there on a Sunday morning," he said, "and in the evening when I went to feed and bed it I found a bulldog belonging to Messrs. Levy hanging on to its throat. Levy was fetched, but he could not get the dog to release its grip. All the time my horse was slowly bleeding to death.

"The dog suddenly loosed its hold and bit the horse in the stomach and legs, and the animal was so exhausted that it fell on the dog, crushing it to death. I sat up all night and nursed my horse, but it was so badly wounded that it had to be killed next morning."

Mark Levy said that he had given the dog to Mr. Watson when he took the stable, but the judge awarded the latter £22 damages and costs.

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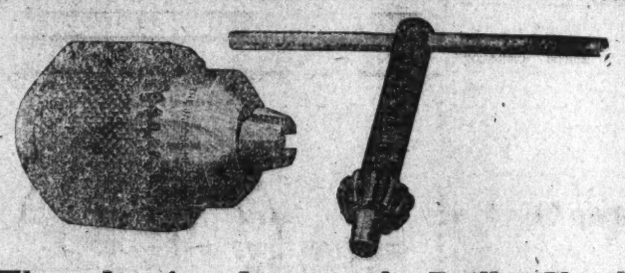

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Japan Would Have Waived Shantung, Lansing Says

Secretary Of State So Admits To Senate Committee In Telling Of American Delegation's Part In Peace Conference

Washington, August 6.—Japan would have signed the peace treaty without the Shantung section, Secretary of State Robert Lansing, the first of the American peace commissioners to submit to public questioning, told the Senate Foreign Relations Committee today.

China would have signed had Shantung been left out, he added, so that the net result of inserting this section was to lose one signatory to the treaty.

Outstanding features of the all-day questioning of the Secretary of State were:

Senators were surprised at the lack of knowledge professed by Mr. Lansing as to what went on in Paris. He pleaded ignorance in reply to approximately nine of each ten questions asked him. He revealed that the President had consulted virtually no one in the American delegation except Colonel House. Mr. Lansing said he had never read the minutes of the League of Nations commission.

Concurred In Bliss Letter

The Secretary admitted he and Henry White had concurred in the letter written to the President by General Bliss objecting to the Shantung section. He never talked with Colonel House about this.

He said he had opposed and that the President had cabled to Premier Clemenceau opposing giving the minutes of the League of Nations commission to the French Chamber of Deputies, on the ground that it might prove irritating to "other nations." He thought neither the Senate nor the people of America should have this information.

Senator Lodge indicated after the hearing that the Senate must have this information before it could proceed with the consideration of the treaty.

Several Democratic Senators said Mr. Lansing's testimony had done the treaty "harm that will be irreparable unless the President himself comes forward with information that will meet the objections."

Mr. Lansing's own interpretation of Article X is that it leaves absolutely to the discretion of each nation whether that nation will act to punish an offender against the League. He had never discussed Article X with the President, and declined to say which of the President's interpretations, that of May 9, that of July 10 or that of July 29, most faithfully expressed Mr. Wilson's views. "Ask the President," he said, "I cannot interpret his language."

Wilson Blocked Costa Rica

President Wilson alone blocked the admission of Costa Rica to the peace conference, the only nation which had declared war against Germany that was barred. No one proposed the admission of Mexico, which did not declare war or sever relations.

Mr. Lansing thought the fourteen points had been lived up to substantially, including "open covenants of peace openly arrived at." "Freedom of seas," he said, was not raised.

Republican as well as Democratic Senators had expected Secretary Lansing to be in a position to give them a great deal of information to clear up points which have been causing disputes in the Senate. They asserted that through the failure of the President to consult with the Secretary or even to inform him after the President had acted in most instances, that Mr. Lansing did not prove as valuable a witness even as Bernard M. Baruch or Norman Davis. They said Mr. Lansing was qualified to talk on only one subject—the actions of the commission of which he was a member, which met to determine the responsibility for the war, including the question whether the Kaiser should be tried. The conclusion of this commission did not meet Mr. Lansing's views, he holding that it might not be possible to convict the Kaiser on evidence, but that he should be punished as was Napoleon.

To Appear Again Monday

The Secretary's usual answer was "I don't know," varied at times by "I can't answer that" and "I had not heard of that."

At the conclusion of the hearing he was eager to submit answers to questions he had promised to look up in writing, so as to avoid a further appearance before the committee. Chairman Lodge, however, smilingly replied that the committee certainly would want to hear him, and he could read his answers, if he desired to put them in writing. Mr. Lansing said he would be able to have his answers in shape by Monday, when the hearing will be resumed.

Some of the points on which the committee sought information and on which Secretary Lansing was unable to enlighten it follow:

"Who drafted the American plan of the League of Nations covenant?"

"I don't know. I heard it said the President did."

"Could you tell us any feature distinguishing the American plan from the plan adopted?"

"I could not. It was a long time ago when the President read us the American draft."

"Did you know of the secret treaties between Japan and Great Britain and France when you negotiated the Ishii-Lansing agreement?"

"I would have to look that up." Later in the day to the same question Mr. Lansing admitted he did not know of the secret treaties at that time.

"Did China make a protest against the Ishii-Lansing agreement?"

"I should have to look that up."

"What character of discussion over the League covenant caused you to think it inadvisable to make the records public?"

"I was not a member of that commission. I never read the minutes. My comment was general."

Says 'Ask The President'

"Why is not the protest on Shantung agreed to by you and Henry White, and signed by General Bliss, available for the committee?"

"Ask the President."

"Why do we sign the treaties with Bulgaria and Turkey, against which we did not declare war?"

"The President deemed it necessary for us to sign because we had taken part in the negotiations."

"Did the American peace mission, at any time before entering the sessions at Paris discuss the policy to be pursued?"

"I don't know just what you mean. What do you mean by policy?"

"Were the fourteen points taken up in this connection as the basis for the American delegation's policy at Paris?"

"I don't think they were discussed."

"Why has an amendment to the treaty with France of 1822 just been sent to the Senate?"

"I know nothing about it."

"Did Colonel House agree with your objections to the Shantung settlement?"

"I never discussed Shantung with Colonel House."

"Does the American delegation agree with your interpretation of Article X?"

"It was never discussed officially."

"Does the President agree with your interpretation of Article X?"

"I was never present when it was discussed officially."

The biggest Republican effort, during the hearing, was to induce Mr. Lansing to admit that under Article X America would be bound to use force if so directed by the League council, and that the Congress sitting at the time would be bound morally, at least, to send men and guns to some foreign country.

Refuses To Interpret

Senator Johnson, of California, quoted the President's three interpretations of Article X, but Mr. Lansing refused to interpret the President's language.

"In one breath," declared Senator Knox, "the President says we would be bound and in the next he says we can do as we please. I want your opinion because I value it."

Mr. Lansing said his own judgment was that after the League council had recommended military action and had prescribed the number of troops to be sent by each country, it was entirely optional with each country, as to whether it would actually aid in the military effort or not.

He admitted that a country might be in honor bound to obey, but said that would be for the sitting Congress to determine. He laid emphasis on the importance of the "aggression" and whether the aggression was an "evil" aggression or not.

It was at the conclusion of a series of questions on this that Mr. Lansing admitted he had never been present when Article X was discussed officially.

Several times during the examination Senators, especially Mr. Johnson, of California, and Mr. Fall, of New Mexico, grew impatient at Mr. Lansing's lack of information.

"I thought you were at least as familiar with the treaty as I am," Mr. Fall retorted to one of the "I don't know" answers.

"I wanted to show," said Mr. Johnson, "that the territorial divisions were made and are being made today in Paris under the terms of these secret treaties. But I will not ask you that, because you don't know anything about these treaties."

Never Saw Them, He Says

Mr. Lansing had just confessed he had never seen the texts of these treaties.

"We paid no attention to those secret treaties," he said.

"Did you in the Shantung case?" inquired Senator Johnson.

"I should have said except in the Shantung case," acknowledged Mr. Lansing.

The Secretary was sharply questioned when he said that an "avoidance of the old policy of expediency" in addition to common sense, was the foundation on which the American mission proceeded at Paris.

He was forced to admit, by Senator Johnson, that the Shantung settlement did fall within the old doctrine of expediency, and further that it was in violation, if not of the spirit of the fourteen points, at least with the spirit and letter of the four additional points laid down by the President in his Fourth of July Mount Vernon address, which Mr. Wilson and Germany specified were the basis of accepting the armistice.

Holds Shantung Unnecessary

"Was the Shantung settlement necessary to get Japan to assent to the League of Nations?" demanded Senator Johnson.

"The League of Nations would not have been endangered even if Shantung had not been yielded," said Mr. Lansing. "So Shantung merely lost us one signature," he replied to another question, "that of China, who would have signed had Shantung been omitted."

Senator Johnson took the fourteen points up one by one with Mr. Lansing, to see if he thought they had been "substantially carried out," as he had stated earlier.

Mr. Lansing thought "open covenants of peace, openly arrived at," had been carried out.

The question of the "freedom of the seas," he said, had never been raised.

"Isn't it a fact," inquired Senator Johnson, "that England would not permit it to be raised? Isn't it a fact that her public men declared before the convening of the peace conference that they would not permit it to be brought up?"

"That was only the statement of campaign orators on the stump before an election," said Mr. Lansing contemptuously.

"That was one election pledge that was carried out," broke in Senator Borah.

On No. 3 of the fourteen points Mr. Lansing first cited the language intended to accomplish disarmament.

"That leaves it entirely optional with each country what it will do," said Senator Johnson. "You don't believe that it accomplishes disarmament, do you?"

"Oh, probably not," said Mr. Lansing.

Hazy On American Draft

Mr. Lansing said he had no recollection of the American draft of the league containing a provision for an international police force, with the military and naval proportions determined. He said the present draft was much superior to the American plan.

Apparently, to the surprise of everyone, Senator McCumber, the most stalwart friend of the league on the Republican side, and who has been declaring no reservations were needed, was severe in his attacks on the labor provisions of the treaty.

"I can scarcely see the propriety," he said, "of a great nation being called before the bar of this international labor conference by any particular class of its citizens. The World Labor Union can refuse to accept any delegate sent by the United States merely because it may not think that delegate is in sympathy with its views. Is not that an abject position for a great government to take?"

Finds Nothing Compulsory

"I don't know," said Mr. Lansing, "I am not very familiar with those sections of the treaty. But I have yet to find anything compulsory about it," he added, after reading the sections.

"Is there no moral obligation?" persisted Mr. McCumber.

"It is merely a gathering of the world's public opinion," said Mr. Lansing.

"Suppose Great Britain and France should institute a boycott against the United States as a result of our refusal to abide by some decision of this labor body," said Mr. McCumber, "would that be cause for war?"

Mr. Lansing said it would depend upon whether the United States considered itself aggrieved.

"Would not the cause of the complaint disturb the peace of the world?" said Mr. McCumber.

"Would not also the United States be prevented under the terms of the League of Nations from using any reprisals?" broke in Senator Fall.

Read To Him By Wilson

The Secretary said the American draft of the League covenant had been read to him once by the President. It may have been presented to the commission for drafting the League covenant, of which the President and Colonel House were the American members, but it was not presented to the conference, Mr. Lansing said. He told Senator Brandegee he had not heard that the American draft was drawn by two New York lawyers and had been destroyed because it was so absurd. He said he thought this was not true. He was sure that the present draft was a "decided improvement." The only person who might have a copy, he said, was the President.

"Then it is unobtainable?" he was asked.

"I can't say," he replied.

Senator Brandegee inquired about a cable from Paris telling that President Wilson had cabled to Premier Clemenceau asking him not to lay the minutes of the League of Nations commission before the French Chamber of Deputies.

"My impression was," said Mr. Lansing, "that the freedom of debate in the commission was such that it would be unwise to make the minutes public, and that it might cause irritation among other nations. The President agreed with this view and he also cabled M. Clemenceau."

"What was the character of the discussions which made it inadvisable to disclose them?" asked Senator Harding.

"I was not a member of the commission," said Mr. Lansing, "and I never read the minutes. My comment was general."

Mr. Lansing later said he would be just as strongly opposed to giving this record to the Senate or even to the committee in executive session. Senator Moses said it had been the policy of this government not to have any secrets between its diplomatic officers and the State Department. Mr. Lansing, however, refused to admit the Senate Foreign Relations Committee to the category of diplomatic officers despite its treaty-making functions.

Mr. Lansing said in reply to questions by Senator New that the phrase "regional understandings" might well be "explained to avoid misunderstandings in the future" by setting forth in the treaty exactly what was referred to. Mr. Lansing had mentioned Morocco, Egypt and certain portions of East Africa as affected by the regional understandings meant in addition to the Monroe Doctrine.

Explaining that he had not taken any action himself at Paris, except on the commission to determine responsibility for the war, Mr. Lansing said: "The American delegation only acted as a body, or in the person of the President," and again "the President gave instructions to all the delegates."

"Did the United States seek to influence China to enter the war on the side of the Allies?" he was asked.

Promises To 'Look It Up'

Mr. Lansing was not sure, but then referred to the appeal to all nations to join in the war.

"Did not the American Minister at Peking make China a promise that her territory would be restored?" he was asked.

Mr. Lansing did not recall this, but promised to look it up.

"Was no effort made to have Japan guarantee to return Shantung?"

"The President made such an effort, and I do not mean to convey that this effort was a failure."

"Do you wish to say that it was not a failure?" asked Senator Harding, in apparent surprise.

"I did not say that," said Mr. Lansing, "but I do not want to give the impression that it was a failure."

WHAT NURSES CARRY TO WAR.

"I well remember the first party of nurses we took out," said the chief stewardess of one of the steamers which acted as transports between England and the Cape during the South African war of nineteen years ago. "The ship seemed just a great hospital, only there were no patients. Of course it was a new experience to us at the time and we were interested in all that went on, but the fact which struck me most, and has never gone out of my mind since, was that every one of the nurses, with scarcely an exception, had brought a supply of Dr. Williams' Pink Pills on board for her own personal use whilst in Africa."

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LAST U.S. EXPERT QUITS PARIS ECONOMIC BODY

Dulles, Slighted By Inaction Of Congress, Leaves; U. S. Interests Unprotected

Paris, August 13.—The American Peace Mission here has lost the services of its last remaining financial and economic expert, who, without official appointment, has been looking after American interests on the Reparations Commission.

Because Congress refused to sanction even the temporary appointment of an American on the treaty commission, John Foster Dulles, nephew of Mrs. Robert Lansing, has resigned as a member of the peace mission and has decided to return to America.

This, just at the moment when American business interests are becoming uppermost in the matter of reparations from Germany. Although personal reasons are given by Mr. Dulles for his decision, it is clear that his unsatisfactory position here led him to take such a step Since the departure of Messrs Thomas W. Lamont, Bernard M Baruch and Vance McCormick, Mr Dulles has been the only financial and economic expert on the American mission, and has worked hard in the interests of the United States

But his requests for advice were not answered, and now the decision of Congress that no American should figure on the various treaty commissions has left him powerless before the other Allied Commissioners.

Millions In Claims Jeopardised

On account of this, American interests totaling millions of dollars may be seriously jeopardised. This is particularly true in the case of the German dye industry, to which under Annex VI of the reparation clauses, the Allies have a right to more than 50 percent. The Germans have proposed that an inventory should be held on August 15, when the Allies should make known their requirements and fix their price Without an American member on the commission our own dye industry may be seriously affected.

Recent debates on this vitally important question have been of the most heated character, due to England's desire to postpone the matter with the evident intention of protecting her own dye industry, in the hope of securing the world's market Thanks to Mr. Dulles, Great Britain's intention of holding on to the supply of 800 tons of dyestuffs in the liberated regions was quashed and the material was set free.

According to German experts, the Reparations Commission on Germany's protest reduced the 28,000,000 tons of coal demanded to 20,000,000 tons. Now Germany says she can supply only 16,000,000 tons. France having priority over the delivery of coal, will receive all of this, out of which she is to supply Italy with 50,000 tons a month, according to a contract just signed.

French And English Favored

By the treaty clauses America has the right to make a claim for the German dyes, but when Mr. Dulles cabled for instructions he received no reply. Meanwhile France and England are making plans and arrangements favorable only to themselves. The same situation applies in all other points raised in the reparations clauses, such as coal. Fifty thousand tons of coal a month is absolutely insufficient for Italy, which means that America will have to supply Holland's demands as well as those of other European countries. because Germany says France will take all the coal she can supply.

Here again is proof that Congress made a mistake in refusing to appoint a member of the Reparations Commission. The huge sums invested in Europe by American business enterprises seem to have been ignored completely.

St, John's University News Items

The total registration at St. John's for the year is 514. The distribution of the students among the various schools is as follows:

School of Arts, 266
School of Medicine, 23
School of Science, 55
School of Theology, 3
St. John's Middle School, 248.

Mr. W. W. Lau, C. E. (Cornell), is giving the course in Surveying during the present year. Mr. C. F. Wu, M. A., is assistant in the Biology Department. Messrs. O. K. Yui, S. K. Soo, Z. P. Zien, V. L. Waung, and P. S. Loh have joined the faculty of the Middle School.

Bishop Graves has gone to the U.S.A. to attend the Convention of the Episcopal Church.

Mr. Sung Zu-liang, '19, captain of last year's University football team, is now physical director and scoutmaster at St. John's.

The dormitory space of the University has been increased during the Summer by the construction of an addition to Yen Hall. The east wing has been extended.

The St. John's Echo Board held its first meeting on September 12. The Echo is the monthly magazine published by the student body. After some discussion of the year's program, Mr. Kyi Zuh-tsing was elected editor-in-chief of the English department and Mr. Zung Deh-tsang editor-in-chief of the Chinese department. Mr. Ma Ming-chun was elected business manager The faculty advisers to the Board are the following. Professors W. S. A. Pott and P. J. Zung and Dr. Y. Y. Tsu.

Ningpo Awakens

Ningpo, September 18.—We had some very interesting times in Ningpo at the time of the student strike and the beginning of the boycott before the Summer holidays. The students in co-operation with the Chamber of Commerce determined not to allow the importation of any Japanese goods. The students were really the tool of the commercial body and acted as quite efficient spies. A large bonfire in which a shipment of Japanese goods was sent up in smoke seemed to be the true expression of the feeling of the majority of the citizens of this port.

When the schools were closed on account of the student activities the student bodies all appointed committees to carry on the fight through the Summer. A second bonfire, not so large, proved to the people and to those who were trying to bring in Japanese goods that this time there was going to be an effort of more than "five minutes zeal."

One could not help but admire the zeal of the students in spite of the fact that they showed lack of proper guidance. For a time it seemed as though their cause would be injured by their own rashness. Fortunately the teachers and graduate students saw this possibility and organised an association to give guidance and assistance to the students organisation. Since this organisation has begun to co-operate with the students saner and more effective effort has been made.

Evidently the long Summer vacation has depleted the treasury of the student organisation as they have approached the organisation of teachers for a loan of about two hundred dollars to carry them over until the schools are opened and more funds can be raised. The epidemic which Shanghai passed on to us has given the authorities an opportunity to hold up the student movement temporarily. So when the schools were to open a notice appeared in the local paper to the effect that owing to the epidemic all government schools would temporarily postpone opening.

The sentiment of the community is in accord with the purposes of the student movement. On last Saturday a large mass meeting was held here as in other places, to make representations to the Central Government concerning the desires of the people. This meeting which was attended by about a thousand people was called under the auspices of the school and commercial organisations and the Y. M. C. A. If telegrams will not accomplish their purpose they propose to send delegates to Peking to make representations in conjunction with delegates from other places.

Meanwhile the mission schools have opened and are well filled with ambitious young men and women in training for citizenship in this great republic.

Incidentally I might add that we had another bonfire of considerable significance recently. Our customs officials had a bonfire of about 75,000 taels worth of opium. Some Japanese firm in Tsingtau had engaged a Shanghai man to try to smuggle some opium into Shanghai by way of Ningpo. He had hid the balls in the different boxes and packages of his baggage. Unfortunately for him he engaged a coolie who had a keen sense of smell to carry the baggage on board the Steamer for Shanghai. This coolie could not resist the temptation to sell his bit of information to the customs officials for the handsome sum of $700 or more which comes to him as a bonus. Another smuggler escaped a few days later leaving his baggage, purse, and all in the hands of the customs officials. Several balls of opium were found in his possession.

A Plaint From Nanking

Editor, THE CHINA PRESS

Sir: Foreign Residents in this ancient city have to put up with many inconveniences as far as public services are concerned. Take the Telephone Co. for instance: if one wishes to practise "self-control" try the Nanking telephone, when it will be found that it is a matter of impossibility to replace the "receiver" without some ebullition of temper.

The police force is another institution, distinguishable for its apathy for the control of traffic, and the preservation of law and order as it is for the fear of the soldiery. The latter is the governing factor here, whether its scions are hauling loads along the roadways or be they in a theater or other place of amusement, or still more ushering in the day with their discordant blare of trumpets, which they keep up all day. When the soldier appears on the scene, the policeman (armed with rifle, sword and cartridges) is blind to all his doings, whether orderly or otherwise, and generally finds something more congenial and easier to handle on some other part of his beat.

Coming to another branch of public service—the Chinese Post Office. The City has recently been divided into sections and numbered for convenience in addressing letters —S. 1, S. 2, and so no. Great hopes were entertained at first from the innovation. A motor delivery van is seen on its rounds to and from the City. Occasionally, however, you come across it "out of action in a side gutter for want of petrol or some other automobile complaint best known to motormen. There is also a bicycle postal delivery for Express letters. But to come down to the delivery by the men of foot. Whether the innovation of the sectional division of the City was to their liking or not, or whether the section entrusted to any one postman was too much for him to handle—which may probably be the case—the daily delivery in section No. 1, especially to the far Riverine portion of it, gradually grew worse and worse, until it became quite a common occurrence for letters and newspapers received by the 2.15 p.m. train from Shanghai, to be received by some addressees at 10 a.m. next day. This led to complications and inconvenience as in the ordinary course of affairs if the letters had been received, as they should have been, on the Monday afternoon, it was possible to mail by the Hankow-bound steamer next morning letters bearing on those received from Shanghai, instead of being delayed some twenty-four hours. Surmising that the delivery coolie was not as fleet of foot as he might be, an aggrieved party addressed an unofficial though friendly communication to the Postal Commissioner drawing attention to the irregular delivery, etc. The reply came from the A.D.P.C. in due course. The major portion of the letter was "persiflage," without a promise however of redress in the matter complained of. The final sentence however of the letter is worth reproduction, as residents will know what to expect when occasion arises to lodge a complaint under similar circumstances. The sentence reads: *"It is suggested that you take delivery of your paper mails by the man you send to the station for same."* How is this possible when the mails are in sealed bags? The A.D.P.C. obviously relegates the sender of the letter to the Postal Commissioner to the nether regions, covertly suggesting at the same time that he should buy his paper on the street. Hard Lines for those on the mailing list of THE CHINA PRESS.

The Electric Light Company is another institution of which residents are not enamored to any great extent. In the first place during the hot Summer months it does not work during the day, the reason being shortage of staff and machinery. The current is turned on from about 7 p.m. For the first hour the light is brilliant, but as the "load" increases it is advisable not to strain the eyes by trying to read with the subsequent inefficient light. To meet emergencies residents resort to the practice of using lower voltage lamps (100 volt instead of what they should use, 220) and taking a certain amount of risk. On about 10 p.m. the light again brightens up, as about this time the Chinese shops in the city and elsewhere close up, and so lessen the load. Occasionally however, one would fancy that the operatives in the Station are using the Morse code to the consumers as the light keeps going off at regular intervals of a few seconds. Should however a fuse blow out the house in which this takes place is doomed to the use of a candle or oil lamp for the rest of the evening, as a workman is not to be obtained so easily, as the Electric Light Station and place of business is situate in the old Tartar City, on the way to the Ming Tombs. He may however come along next day, if not the day after, as time is no object to the Chinese workman.

The Telegraph Administration is another institution that needs attention. Telegrams in code or cipher are hopelessly bungled on occasions, and the requests for a "repeat" are abortive and a needless expense.

The interned Germans here have a good time, thanks to the magnanimity of the officials. Last Sunday a party of twelve of them sallied forth, armed with sporting guns, to slaughter anything they came across. The Game Laws and the opening date of the shooting season are unknown to them? How they come to be allowed to carry and use firearms is a mystery, especially as China has not yet consummated the signing of the Peace Treaty.

Yet with all these hindrances Nanking is developing more and more. Over at Pukow the railway buildings are growing in number and magnitude. The Standard Oil Company have also put up a huge oil reservoir, on that side of the river. On the main road leading into the city are to be seen signs of the keen competition in advertising by the Oil and Tobacco Companies. A new hotel—The Nanking Hotel—adorns the Bund front, and sheds a flood of light across the river at night. The management of this concern have not yet however had an official opening. Rumor has it however that everything in connection with the Hotel is on the elaborate scale. And of this addition to Nanking enterprise, more *anon*.

A. RESIDENT.

Nanking, September 18, 1919.

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Teaching Baseball To The Poilu

Basket And Volley Ball, Too, The French Have Had A Taste Of And Clemenceau Hopes For A New Manhood In The Nation From Playing These Games

By Harry Webb Farrington

What did France and America learn from each other?

America, who saw the France of muddy roads, crowded coaches, pleasure boulevards, peasant villages, or devastated regions, could not judge her. France, who saw America as uniformed workers and fighters, could judge scarcely more, except perhaps at war and —play.

Three things France will keep: Before the war a few select knew them; now the poilu has found them. Volley, basket and base ball, these three, but the greatest of these is ——. They were thrilled and awed as they saw us play; but seeing and feeling themselves play, they were convinced and enthusiastic.

It was 8 a.m., July, on the drill grounds of Caserne la Part Dieu, with its one American and 7,000 young and old men of artillery, cuirassier, train, and automobile. Two companies of white duck-clad boys of the 86th Heavy Artillery led by their sous officiers, marched to the new stone-line court, which for three weeks had aroused the curiosity of all, especially the officers. On the right and left they stood "at ease." In the rear were squads of heavy, slow-moving lads of the cuirassiers. Sprinkled among them, filling the gaps and forming a background for all, were men "off duty" and wounded auto drivers. In front was a large group of officers, headed by the commandant, the Colonel himself. In the center was a khaki-clad character, who held the attention perhaps by the humor of his four months' old French language.

Volley ball was explained; first, alone; next by aid of grade and sous officers, appointed to work with him; finally, sides were chosen. Battery A against Battery B. After forty-five minutes of constant moving, talking, laughing, sweating, and puffing, the graphophone would have recorded something as follows: "Comme ca, play just in one place, use both hands, no fists, stoop, no smoking, don't blame, always watch ball, vite, vite there is a place for Germany and place for spectators, say mine or yours, go after it, play, don't talk, think, don't give up, move, move, time's up, yes, tomorrow, oh, no, not tired."

The white ducks went to the big gun, the cuirassier to the stable and currycomb, while the officers engaged the American and gesticulatingly talked among themselves. This auspicious start was beyond dreams; but after many weeks compulsory classes and voluntary teams played on three courts from 8 a.m. until it was too dark to see. Middle-aged outplayed youngsters. Officers in teams took off coats and sweated. Gymnasts from famous schools discovered their awkwardness in free play; but quickly saw the game as one for all ages, demanding correlation of quick action and thought, and quick movement of entire body, team play, a strategy of defensive positions, and finally an enthusiasm and spirit of pure fun, and not mere military exercise. They saw, too, the moral, military, and strategic value of the game as a whole and in its detail.

The middle-aged officers saw its value for keeping themselves in condition. The alert saw its possibilities, and the slow found it not beyond them. It became neither a fad nor novelty. They came, saw, conquered, and possessed it, because of its value as play and work.

Several weeks later the Caserne witnessed a strange procession when four groups of soldiers carried four monstrous wooden objects like pancake turners. They were telegraph poles with boards fastened on the tapered ends, upon which were fixed iron circles, all of which when planted in deep holes constituted the backboards and goals of two basket-ball courts.

After groups had stopped to watch the Americans curiously "shoot baskets" and later went wild when two relay teams enthusiastically contested in "shooting baskets." They wondered why two goals? The athletic staff now working under the Americans had it explained to them, then practised it privately and gradually had each corps play among themselves and against each other.

Results? They saw all of volley ball and more too: the best athletes saw in the "passing" and combination plays resemblances to their own soccer; all saw the dire necessity for "good wind," quick, accurate passing, trick and secret combination plays; quick thinking and strategy in a game where, unlike soccer, the player controls the ball, rather than the ball generally controls the players.

"How did the French take to baseball?" The answer is important, for this very expression of American character, had, like Whitman, William James and Roosevelt, an influence in France.

The photographer, more interested in American antics than French actions, helped the description very little. The officials, already interested in volley and basket ball, made possible in Part Dieu, a small field for playground ball, a three months' task, and later a large diamond.

The pictorial sections would have been enriched had a secreted photographer recorded the proceedings of the afternoon, when the American, without French, initiated eighteen French without English into baseball. The process of inoculation was thus: A hard ball is thrown at the Boiscourt baseball target; poilus pitch hard balls at the Americans; poilus catch hard balls; result, a crowd; two French aiding to demonstrate infield positions and base running, scrub game, with soft ball, and finally sides.

After batting the hard ball into the crowd to convince them that the grandstand is more than two feet from the base lines, and wearing off all the bark from the "third base tree," darkness found more than one person a physical and nervous wreck.

The average young French soldier did "take to it," mentally but not actually, for without the "kidhood of the back lot" he was not capable of using the hard ball and achieving much proficiency during the distracted two years of the American effort.

Aside from their respect for it as our national game, and their future obligation to teach it, the French showed a sincere interest, intelligent appreciation, and natural enthusiasm. Their eagerness to learn, their boyish exhilaration when they grasped a bit of strategy, and their interest were remarkable.

The officers and the commandant had seen all the physical, social, and moral values of the game. The challenge and test of athletic power, combination plays involving team-play, sacrifice, and patience, cheering, and coaching. They saw the whole with its democracy in field and grandstand, the eternal boy in the man, work as play and play as work, as the secret of its hold upon the American.

France excels in formal gymnastics, but she needs these free-movement games for many reasons. M. Clemenceau has said that her big problem is to raise up a generation of clean, vigorous young manhood to replace the losses, and he has said he was looking to American games for indispensable aid. Directors are now installed in the eight great military schools.

Military Training As Education

(Continued from Page 14)

under the command of a good-natured sergeant he will probably be warned that there is no particular use in exerting himself. Many a man has told me that he never had such an easy time of it as regards work before he entered the army. The prevailing effort of the enlisted man is to shirk as much as possible. The colloquial use of "soldiering" is well justified by fact. One of the most common remarks of the private is that the army has made him so lazy that he will never be able to do good work again.

Those of us who succeeded in getting to an officers' training school found plenty to keep us busy, and we seemed closer to the activities which we had expected to find in war. We still felt, however, the gray repression caused by the stiff pattern of routine. I often wondered how much of our energy and interest was due to our desire to be effective in the war against Germany, and how much to any validity in the military method itself. So far as we did good work and gained anything at all out of the highly formalised teaching, it often seemed to me that we did so only through a consciousness of our function in the actual hostilities. When the armistice was announced the answer to my question came. A striking failure of morale was felt throughout the school, the commandant being so worried by it that he announced that we should probably be retained in the service another year. Yet now the purpose for which we entered the army was removed, almost everyone found his studies only something to be endured in silence until he could get out of his uniform. When the announcement came that candidates could make a choice between immediate discharge and remaining to win reserve commissions on inactive duty, all classes except those within a week or two of graduation melted away, and this in spite of a most determined effort on the part of the responsibe officers to bring disrepute on the men who availed themselves of the privilege of resignation.

Will the men who have experienced military education under the semi-peaceful conditions on this side of the Atlantic favor universal training? If to do so meant that they would have to spend another day in the service, the negative majority would be overwhelming. During my six months in uniform I have not talked with a single officer or man who was a civilian before the war and intended to remain in the army after the end of the emergency. Yet one is inclined, once an unprofitable experience is over, to count it a benefit and grant it a sentimental value. The men who would be sent to camp under the proposed law are not yet of voting age. Their elders may exhibit the quite human trait of wishing to enforce on the younger generation the same drilling they themselves have endured. There is also the impulse to exalt a loyalty to one's own past. At our farewell dinner the officers caught up the spirit of fellowship naturally existing among so many men who had lived so strangely together, and converted it into loyalty to the school and the army. We were flattered on our record, bidden to speak well of the military, to behave like soldiers the rest of our lives, and to vote for universal service. Such counsels are sure to have their effect. But the public should not take without critical examination the arguments usually advanced in behalf of military training as a method of education for peace. They should, on the contrary, weigh well such statements as were made by our commandant, when he expressed his sympathy because we had missed so narrowly the chance of fighting Germans, and attempted to console us by adding that labor troubles were imminent in this country, and that we might be called out at any time for "riot duty."

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Peking Union Medical College

Announcements for the Academic Year 1919-20

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All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

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By Callahan
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WHAT'S THE BIG IDEA?
SHALL I READ YOUR PAPER FOR YOU POP?
POP ISN'T INTERESTED IN HATPINS
HATTIE
D'YA WANT TO SMOKE MY PIPE, POP?
HE WOULDN'T GIVE ME A GIFT EVEN IF I WAS NICE TO HIM
CLARENCE JULIE
I WONDER WHY THEY'RE ALL SO NICE TO POP?
BROWN BERRY
DON'T YOU LOVE THAT?
EVEN HON AND DEARIE ARE KIND TO POP. HE COULD USE THE PARLOR SOFA AND GAS AS MUCH AS HE'D CARE TO.
"BLUBBER" IF HE EVER WAKES UP HE WON'T KNOW IT
PREPARE YOUR NEW YEARS RESOLUTIONS EARLY!
YOUNG NUISANCE GETS PRESENTS WHETHER HE'S GOOD OR BAD. AND IF HE DON'T LIKE THEM "VIOLA" THE CAT GETS THEM!
HE'S A TOUGH KID!
THEY'RE GOOD TO POP BECAUSE THEY WANNA "DO" HIM GOOD!
"COMEDIAN"
YOU'RE "AWFUL" GOOD!
DON'T WASTE POLITENESS YOUR PRESENT MAY NOT BE SO "NICE"
HOW MANY KISSES UNDER THE MISTLETOE?
OL' JOHN DON'T
FROM G.S. YOUNG 92YN.

Lower The Cost Of Living Or Disorder Threatens, Warns Labor Leader In U.S.

Head Of Railway Union Tells Congressional Committee That Workingmen Are Restive Under High Prices And Government Must Act

Washington, August 11.—Nine-tenths of the labor leaders in this country are "sitting on the lid" to keep their men in check, declared A. B. Garretson, adviser to the Order of Railway Conductors, today while testifying before the House Interstate and Foreign Commerce Committee in behalf of the Plumb plan for railroads. The labor leader tacitly predicted revolution unless Congress at once legislated relief.

At the same time it developed that the Plumb plan will not be seriously considered by the Sixty-sixth Congress, except in so far as it is regarded as a challenge to the existing economic system. Leaders of almost every faction agreed that there would be no legislative action.

Mr. Garretson in the course of his testimony said:

"The government must either do business or quit business, recognising what its obligations are. If the government fails to measure up, it should be superseded by the mechanical agency that will do what the Constitution calls for.

All That Obtains In Europe

"If you think the American people will never rise in protest against oppression you had better hire some one to wake you up. All the elements of the conditions that obtain in Russia, France and England now exist in this country.

"If you think the social crust can't be broken, you are mistaken. Inaction is sure to bring ferment to a head. Unless relief is found from the unreasonable pressure of living conditions, we are bound to have trouble.

"Sporadic strikes all over the country show how the wind blows. Nine-tenths of the energy of union labor leaders is now given to sitting on the lid. They don't want to overturn the government, but they do believe government should function.

"It is within the power of Congress to relieve the situation. And we all know there can be action when it must be had. The Adamson bill was a sign that when pressure was applied we break all records to get things done.

"We had strikes in 1873, but no action. Again in 1893 the same happened. Congress seems to listen to that which it believes can exert influence. Now it has got so that the man who stands for labor is damned if he does and damned if he doesn't."

Chief Points He Made

Summed up, the principal points in Mr. Garretson's testimony were:

1.—That owing to the inaction of Congress labor leaders are having difficulty in controlling their men.

2.—That the railway brotherhoods went to Congress in 1916 in behalf of the Adamson law at the request of President Wilson, and did not "hold a stop-watch on Congress."

3.—That he opposed the nomination of Mr. Hines as Director General of Railroads, preferring another man who, he now says, might not have done so well as Mr. Hines.

4.—That the Plumb plan is not half so revolutionary as other plans for railroad legislation.

5.—That, with certain exceptions, he approves the sentiment back of letters sent to Congressmen threatening political removal unless the Plumb bill is passed.

Mr. Garretson declared that until 1910 he was an ardent supporter of private property and had opposed government ownership. But, he said, events have been moving so fast, and Congress has so failed to keep pace with the high cost of living, that the time has come to change the government so that it will respond immediately to the demands of the people.

Difficult To Convince Them

"Force seldom occurs until reasonableness has failed," he said. "But as long as present conditions remain it will be difficult to convince men that Congress has done all possible to relieve them."

Asked if he thought all bank clerks might organise like railroad men under the provisions of the Plumb plan, he declared that for the present he was considering railroads alone.

"Personally, however," he said, "I don't think there is an industry on the face of the earth in which men who serve are not entitled to be heard as to its conduct."

Mr. Garretson declared the Interstate Commerce Commission is the only body he knows of that has kept out of politics, and that under the Plumb plan the Post office Department could be run with greater economy and efficiency. He agreed with Representative Sims that it would be impossible at the present time to float bonds to keep the roads under private control from going under.

Not Influenced By Politics

Denying that political influence would enter into the operation of the Plumb plan, Mr. Garretson said that in 1916 railroad men were not influenced by politics to vote against Mr. Hughes.

"That was a act of citizenship," he said, "and I was especially guilty, considering my extended Republican affiliations.

"The brotherhoods and myself were pilloried from one end of the country to the other," he said, "in regard to the report that we 'held a stop-watch on Congress.' I want to put in the record that the railroad men came at the request of the President and no member of Congress heard a demand from us.

"When the former Director General of Railroads retired we championed another candidate than Mr. Hines. No politics was involved. Had we got the man we wanted I doubt if we would have secured a man who would have gone so far toward successful operation of the roads as Mr. Hines.

"The American Federation of Labor did not demand the removal of Mr. Burleson because he was Democrat or Republican. We did it as one might have done in a good old town meeting."

In Tilt With Webster

After his statements relative to industrial conditions and the danger of revolution, Mr. Garretson said:

"The Plumb plan is not half so revolutionary as other plans now before Congress. Most of these are founded on vulture principles of tearing the financial vitals of the public. 'The public be damned' has characterised the entire railway policy under private ownership."

Mr. Garretson and Representative Webster, of Washington, engaged in a heated debate when the latter again called attention to some three hundred letters he had received from railroad men threatening to "post him throughout the land" as a person worse than a pro-German if he did not stand for labor's rights.

"Does that not constitute a threat?" he asked Mr. Garretson.

"It does."

"Do you approve of it?"

"With the exception of the posting, which is foolish, I approve the sentiments, but not the language. Any voter has a right to exert pressure on his representative to vote this way or that, whether he exerts that pressure politely, or crudely, as here.

"You are hearing from the public, I should say, in broken doses. That is not exactly a love letter, but I have received worse communications for thirty years."

Plumb Again Testifies

Glenn B. Plumb finished his testimony this morning. Of the plan presented by the United States Chamber of Commerce for solving the railway problem he said:

"The need of the public for service, the right of the consumers of transportation to receive that necessity at the lowest possible cost, the right of employes to adequate compensation are all disregarded in this purpose 'of strengthening and stabilising the credit of railroad corporations.'"

As to other proposals, he said:

"The plan of the security holders, as presented by Mr. Warfield, and of the Railway Executives, presented by Mr. Thom, include as the fundamental basis of their propositions the same evil that vitiates the plan of the United States Chamber of Commerce, to wit: that the basis for fixing rates must, by statute, be declared to be the property investment accounts of the carriers. By various terms this demand is disguised as being 'fair value' of that property."

In a statement issued tonight by Edward Keating, manager of the Plumb plan league, it is announced that the conference on railroad control called by the league has adjourned, leaving its activities in the hands of an executive committee. Three sub-committees, to be composed of experts in their fields, are to study the technical, the legal, and the financial aspects of the railroad situation and report to a general conference in Washington starting October 6.

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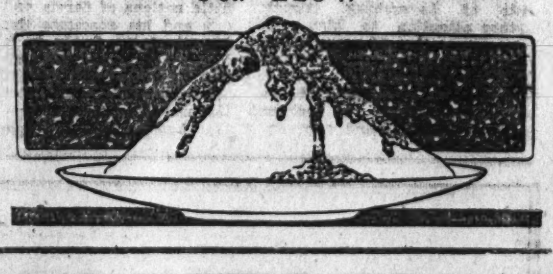

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Germans Who Face International Tribunal

Not Only ex-Kaiser And Crown Prince, But Rupprecht, von Capelle, Mackensen, von Below, U-Boat Commanders, Murderers, And Incendiaries, In Allies' Criminal List

Even though the melodramatic offer of the five younger sons of William Hohenzollern to stand trial at London in his stead be ignored or declined, two other Princes will be brought to the bar of interallied justice with the former Kaiser, according to recent cable despatches. They are the Crown Prince of Prussia and Rupprecht of Bavaria, who thus will have an opportunity, in a common peril, to reconcile their wartime jealousies and bickerings.

Army officers, submarine commanders, a Cabinet member, those responsible for the execution of Edith Cavell and Captain Fryatt, the instigators of murderous prison camp brutalities, looters and incendiaries in regions overrun—these are included in the international rogues' gallery. Some of them will be tried in the countries where their offenses were committed. Those who ordered deportations from French towns probably will be arraigned in Paris; those who set the torch to Belgian cities, in Brussels. U-boat commanders, who sank hospital ships, however, and others whose offenses are against humanity, such as the ex-Kaiser and the two Princes, may face their doom in London and be imprisoned meanwhile in the famous old Tower.

Before the Peace Treaty was signed notice was given to Germany that she would be required to surrender some offenders for trial before a tribunal representing five chief allied and associated powers, but no names were mentioned. It seems to be assured that the defendants will include the following men:

Crown Prince Rupprecht of Bavaria, known to his admirers as "the Anvil of the West," who is reported in official documents to have ordered his men to take no Britishers alive. Sir Arthur Conan Doyle compiled and edited a record of the evidence on which Great Britain based her charge that Rupprecht was responsible not only for that order, but for the execution of British prisoners. He is held responsible also for deportations from Lille, Roubaix, Turcoing and other towns.

Perhaps these phases of the Prince's character did not attract more attention than his constant quarrels with the Kaiser's son, who was insanely jealous of him. Rupprecht commanded the German forces in the north, opposed to Joffre, and gave a good account of himself; and more than once the word came that Hindenburg had accepted his advice as against the advice of the Crown Prince, who sought constantly to make his command conspicuous, and whose evil eminence in failure became a byword. More than once he was humiliated in having to call on Rupprecht for reserves, and Bavarian forces were shifted from Picardy to the Marne salient to help him out.

And Rupprecht's temporary engagement to the Princess Antoinette of Luxemburg attracted further attention to him. The Princess was then 19 years old, and Rupprecht, whose first wife had died in 1912, was 49. The unhappiness he had caused his first wife was a matter of common gossip in Munich, and apparently the young Princess thought better of the match. Rupprecht is still a widower.

But of these matters the jurists representing Great Britain, the United States, France, Italy, and Japan will take no account. They are concerned only with the Prince's criminal military record.

Admiral Edward Charles Ernest von Capelle, the German Minister of Marine succeeding von Tirpitz, is the Cabinet member who faces arraignment for unrestricted submarine warfare. He is held responsible not only for the policy of general U-boat activity, but for the atrocities practiced by their commanders. He is of plebeian birth, and achieved his high post because von Tirpitz found him an apt and industrious pupil. His father was a manufacturer at Celle in Hanover, and claimed Hugenot descent; and the son was not raised to the nobility until 1912, after he had demonstrated to the then Kaiser his prospective usefulness.

The administration of von Capelle was premised on the success of U-boat warfare, and its failure, with the attempted revolt in 1917 of some submarine crews at Wilhelmshaven, caused his downfall. While he was Minister he gave out many boastful statements of the success of the U-boats, and repeatedly asserted that England was being starved. Vice Admiral Behncke succeeded him.

Commanders Max Valentiner and von Forstiner and Lieutenant Wilhelm Wernher, submarine commanders, are to be arraigned with von Capelle for sinking hospital ships. Each of these men was decorated by the Kaiser for some exceptional atrocity of the high seas. Valentiner, son of the Dean of the Sondersburg Cathedral, was credited with the sinking of the Lusitania, and was acclaimed in Germany therefor. Berlin newspapers asserted that he had sunk 128 vessels.

Field Marshal August von Mackensen is charged with thefts, incendarism and executions in his spectacular onslaught into Rumania in 1916. He seized vast stocks of grain, a million head of cattle, two million sheep and goats, a third of a million pigs, and 69,000,000 marks in gold. His men set the torch to Rumanian villages, and are said to have shot down Rumanian prisoners solely for terrorisation.

To his admirers, von Mackensen was known as "The Sphinx." He was regarded as the most pitiless of the Germans in high command. He had served in the war of 1870 against France, and then had retired for three years to practice law, but he found that too tame and re-entered the army. He was practically unknown, even in Germany, until he undertook to command the campaign against the Russians, early in 1915; but his spectacular victories over an enemy almost unarmed made him an idol at home. Then he was commissioned successively to overrun the little nations of Servia and Rumania, and his successes there fixed him the more firmly in favor at Berlin. It is not recorded that he ever whipped an enemy of his size, but his cruelties, his cynicism, and the practices of his troops against the homes and the people of Rumania in particular, gained for him an undesirable distinction abroad.

The capture of Mackensen was a fitting conclusion to a career which seems always to have been a grandstand play. He had required 170,000 men to keep the Rumanians in subjection, and when the Austro-Hungarian Government made its peace with Italy he sought to withdraw these troops through Hungary. This was contrary to the terms of the treaty. Hungary could not permit the passage of German troops. And so this leader, whom the Germans had praised as a master strategist and conqueror, was interned in Hungary with his whole army, just as though all of them were unarmed enemy aliens!

Field Marshal von Mackensen is 70 years old. He and Hindenburg are the only holders of the Grand Cross of the Iron Cross. His age may protect him from extremely severe punishment.

General Otto von Below (whose brother, General Hans von Below married an American, formerly Mrs. Frederick Trumbull of Philadelphia) is charged with the burning of Ardenne and the shooting of 100 persons. Otto von Below served in Russia, then made an ineffectual effort to save Monastir, and later led the Austro-German forces in the offensive against the Italians along the Isonzo in October, 1917.

In congratulation on the success of that campaign, General von Below received the following characteristic message of felicitation from the Kaiser:

"Our faithless former ally has experienced what German strength and German wrath can accomplish. With me, the Fatherland thanks its incomparable sons. Forward with Gott!"

In the following Winter General von Below was transferred to the command of the German armies on the French front, and was in the Bapaume sector part of the time then south of the Aisne. In 1918 he was in charge east of Arras, and was credited with being one of the ablest of the German commanders. Later he was shifted again to the Alps, with 126,000 reinforcements for the Austrians, and was put in command against the Italians in an effort to save the situation there.

General Liman von Sanders, who fled ignominiously when his army in Mesopotamia was surrounded by the British, is charged with massacres of Armenians and Syrians.

General von Sanders was chosen by the Germans to reorganise the Turkish forces before the European war began. He and Field Marshal von der Goltz led the Turkish forces later, and von Sanders was in charge of the Ottoman army at the Dardanelles. The history of the successful British campaign in Mesopotamia is too well known to require recapitulation here, and the outrages of the Turkish and German troops against the Armenians and Syrians ought to be as well remembered.

Baron Oscar von der Lancken was head of the German political department in Brussels, and is held partly accountable for the murders of Edith Cavell and Captain Fryatt. Ambassador Brand Whitlock and Hugh S. Gibson, Secretary to the Legation, appealed in vain to von der Lancken to intercede for the nurse. Not only did he decline, but he prevented appeals from being sent over his head to higher authorities. Further, he refused a request that the body be delivered to the Belgian School for Nurses after the execution.

Although the Baron is of ancient lineage, as a member of one of the oldest houses in the petty territorial aristocracy of Pomerania, his character is so contemptible that he is unpopular even among the Germans. It is incredible that any protest will come from that quarter against delivering him to his judges. He married for her money an extremely vulgar woman, and their conduct when he was attached to the German Embassy in Paris prior to the war was such as to disgust those with whom they came in contact, including many Americans.

Dr. Reith, who also had been prominent in the German administration of Belgium, was appointed with von der Lancken to confer with Herbert Hoover about food supplies for the defeated Germans. It was this that prompted Mr. Hoover's famous message telling the two to "go to hell." The message increased Mr. Hoover's popularity among the Allies, if such a thing were possible, and in all probability greatly heightened German respect for him.

General Baron Kurt von Manteuffel was military commander of Louvain when Miss Cavell was slain, and is held jointly responsible with the Baron for her death. General von Schroeder was the military officer immediately responsible for the murder of Captain Fryatt.

General von Tesey is charged with the execution of 112 civilians at Arlon in Belgium; General von Ostrowsky with the pillage of Deynze and the massacre of 163 civilians; Major von Buelow with the destruction of Aerschot and the execution of 150 civilians.

Generals Olsen and von Cassel are the highest officers under charges growing out of prison camp cruelties. They were in charge at Doberitz. Lieutenant Rudiger was guilty of brutality at Ruhleben, Major von Goertz at Magdeburg, and two brothers named Niemeyer at the Holzminden and Clausthal camps.

Some of the facts about the mistreatment and starvation of prisoners at these camps became public through official documents during the war. In many cases the brutalities inflicted upon the men, particularly the British, were the direct cause of death.

There remain two brothers named Rochlin, who were arrested by the French in the Sarre Valley, and were found to have stolen vast quantities of machinery. They had assembled their loot in a field, and it covered several acres.

These men are now on the international criminal docket. Possibly other names may be added later.

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Germany Counted On Japan To Keep U.S! Out Of War

'Then My Hour Will Strike,' Declared Kaiser, Convinced That Nippon Would Triumph First

By Maximilian Harden

Berlin, August 13.—In conversation with Americans I often hear the question asked whether it really is true that during the war Germany several times negotiated with Japan and finally concluded a secret treaty with that nation.

As I see from the press that this question has also arisen in the United States, I shall tell what I know about it.

Japan and the Japanese were so beloved in Wilhelm II.'s Germany that it gave them the highest title it believed it to be in its power to confer and called them "the Prussians of the Far East." That was in the time when Wilhelm still bedded himself in the hope that as God's anointed, in addition to other boons bestowed on the world, he would be able to bring about a reconciliation with France. But it did not prevent our politicians in league with the French Republic and Tsaristic Russia from attacking the peace of Shimonoseki, which cheated Japan out of the fruits of her victory over China, deeply embittered her and drove her into an alliance with England.

That the Japanese mentality differs from that of every nation of the Western World was not noted.

Ernest Lavisse recently quoted an old adage about the Teutons which says that with all their inclination to employ force they are the trickiest. Thus the Japs appeared to the Germans to be brave and strong and sly, and in every part of the globe there will be people to whom this verdict looks about right. The art of waiting, often praised by Bismarck in word and deed and never learned by his successors, did not have to be taught to Japan. She has always known how to wait until the hour for action or revenge struck.

On May 10, 1895, in the Beach Hotel at Chefoo, Russian Admiral Makaroff indicated with a red pencil on a map the region which the Japanese must restore to the Chinese, and when the yellow men hesitated with their answer he threw his sword on the map and demanded: "Yes or no."

Nine years later the mine laid by the Japanese prepared the end of Makaroff and his Admiral's ship Petropavlovsk. The shame of Chefoo was atoned and revenge on Russia was enjoyed in cold blood.

Always On Wrong Side

Germany whose post-Bismarck statesmen, the Kaiser's "accomplices," always bet on the wrong side—bet on Spain against America, bet against England and Australia, bet on Hungary against Russia and on the southern against the western Slavs—was delighted at Japan's triumphs on the Yalu, at Mukden and in the Tsushima Strait. Neither the German Government nor the people recognised that Japan's war and victory over Russia were in large part England's work and that the first victory of a yellow over a white great power began a new and not quite safe chapter of world history.

Our shortsighted diplomats considered themselves especially sly when they exploited Russia's hour of importance to humiliate France in the wretched Morocco affair. The consequences became visible in Algeria. While Great Britain, without sacrificing a drop of blood, had attained the weakening of Russia, which at last made the Tsar's empire ripe for the good understanding already yearned for by Beaconsfield and Salisbury, the French gained the world's sympathy through the brazenness and dishonesty of the German policy which pressed France into an intimacy with England such as in the times of the Maid of Orleans, of the Breton wolves and of Bonaparte nobody would have thought possible.

Germany on the Moroccan coast—that would have meant endangering England's wheat road and would have placed the feeding of the United Kingdom at Berlin's pleasure. An English statesman could just as little idly await that development as a Russian could the creating of a "Caliphate of Berlin" or German rule over Islam. Damascus, Tangier, Algeciras and Agadir were steps on the way to the Triple Entente. Common fear and common mistrust had Allied England, France and Russia. And as England's ally, Japan, willingly or unwillingly, had to make friends with this alliance, the strongest known until then.

That Japan might wreak vengeance on Germany for the day of Chefoo neither Wilhelm II. nor the men on the street believed. Every political head, to be sure, must have said to itself that since Japan rules in Port Arthur, Kiaochow, which the Chinese Premier Li Hung-chang, in the treaty of April, 1896, had given Russia as a fleet base, but which two years later Germany had torn to itself by an extorted lease treaty, could be threatened every day. If a Japanese fleet had appeared before Tsingtau and through a staff trumpeter had demanded its surrender, every refusal were useless suicide.

Wished Nippon To War On U.S.

But one counted on the Prussians of the Far East. Supposedly they were grateful not only for military and industrial tuition, but also because we had quietly looked on and watched their victory over Russia. Furthermore, their future plans could be carried out only if the rapidly growing German world power placed no obstacle in the way.

What plans?

Of course the plans to gain supremacy in the Pacific.

Our militarists, living only in war imagery, swore that war would soon break out between the United States and Japan. Many even wished it would come about—not from hatred of America, where the Kaiser believed himself idolised, but because friendly American yacht owners in the Kiel week—and perhaps also the exchange professors—thawed out by His Majesty's sun, told him so. But those Germans wished for war in the hope of exploiting the difficult position into which England would get in course of the struggle between Japan and the United States.

Here they laughed at the idea that a peaceful nation which maintains no standing army and which like America, sees in every avoidable and yet initiated war an unforgivable crime, could, if attacked, prove itself capable of defense and in the exalted spirit of right prove itself superior to the attacker.

In 1916 and 1918 England and America showed that without militarism and without conscription, except in case of necessity, one could stamp mighty armies out of the ground, arm them quickly and train them for the modern industry of war.

Before this it was deemed certain that Japan's tried military power would, in the beginning at least, be victorious and that it would seek this victory quickly before the Panama Canal opened and before America could comfortably operate on its two oceans.

Hohenzollerns Plotting

"Then my hour will strike," said Wilhelm, aroused against his wise Uncle Edward, who knew his nephew all too well. "After Japan's first victories, England as an ally must make up her mind. If she supports Japan, even only with money and ships, she will betray the holiest possessions of the white race and therefore act against my admonition. Then she will lose Canada and, in addition, the respect still accorded 'Perfidious Albion' and its Mammonism in our Christian world.

"But if England turns her sympathy to America, the daughter fallen away from the mother country, or shows her yellow ally merely cold, unfriendly neutrality, then, to be sure, she will gain a somewhat better reputation in the land of the Stars and Stripes, which from a military point of view is zero. But at the same time England will saw off the slender limb on which she sits in Asia. Then I and the Mikado will do the next thing—set India in revolution. A million appeals already lie printed in Tokio, and when things are that far along they will quickly be tossed into British India. Whichever way the rabbit runs, our cousins across the channel will soon be singing 'Rule Britannia' somewhat more modestly, and then will come the time for 'talking Dutch' to them."

The man who talked thus had long ago gabbed himself and his domestics into the conviction that America wanted nothing so much as the wakening of England, and that in the case of an Anglo-German war she would, without hesitation, place herself on Germany's side. Because he saw in Roosevelt not only a Republican edition of his own character but a representative of warlike America, he treated the ex-President like a sovereign and showed him a review of a brigade on the parade grounds.

The son of a British woman hoped with the help of Uncle Sam to thrust Uncle Edward from the throne of the ruler of the seas and the arbiter in the world's clearing house.

Made In Germany.

The Berlin theory, therefore, was that grateful Japan needs us and will never undertake anything against Germany. Wilhelm's pose and admonition to "protect Europe's holiest possessions" was meant for export only. For the colored race to ally itself against the whites was a deadly sin only for England, not for Germany. In August, 1914, in Berlin's streets the Japanese were acclaimed and embraced by women without prejudice. "The Japs, at least, will stick loyally to us," was the popular impression.

The doubters heard from Generals and Admirals the answer: "Never will the Japanese cooperate in weakening Germany militarily, nor her navy. They are not so stupid. For if only England and America had big war fleets, the two need only come to an understanding and Japan's dream of the future would brust like a soap bubble."

Then came the ultimatum from Tokio, the demand to clear out of Tsingtau—Japan's revenge on the German Empire.

Filming History

Man forgets quicker and likes to forget better today than ever, perhaps, because he has more than his requirement in experiences. Political and historical films ought without the fiction of melodramatic addition, to be mobilised in the truest sense of the word as helps to memory.

Wilhelm at Saladin's grave in Damascus, where he offered himself as patron to all the Mohammedans on earth; the harbor of Chefoo, where Russia's armored cruisers and gunboats on May 18 1905, cleared for action; the conferences in the Beach Hotel and in Algeciras; in between these pictures the sinking of the Petropavlovsk and the landing of His Majesty in Tangier; the building of the Bagdad Railway, the forest of flags, the choirs of jubilation the fraternising with the Turks and Japanese in the hot August days of the year of fate 1914: Wilhelm before a cheering crowd on the balcony of his Spree Palace—to which he was never to return; the fanfares not To Paris!" but "To Amerongen!"

The history leading up to the war, discussed with tireless zeal by human billions, could be written for the movie camera, but could it compete with the sensation of that record film "Intolerance?"

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Per C.N. s.s. Chenan for Hongkong: Messrs. G. C. Elam, M Blake, Staderman, C. G. Anderson, Laurents, V. Collaco, Chipperfield.

Passengers Arrived

Per C.P.O.S. s.s. Empress of Asia from Vancouver and ports: Misses Armstrong, V. Atkinson, G. L. Bateman, B. Best, E. Robertson, M. Crane, M. Clarke, L. Ely, Mary D. Fine, H. Gardiner, L. J. Hill, C. Hule, M. Job, A. L. Pittman, W. Roeder, A. G. Adams, L. Snkeny, A. Alsup, D. Bateman, D. Brown, G. Bauer, M. Friedlewski, E. Hartley, M. Muir, M. C. Mackubbin, J. E. Nevitt, F. Patterson, H. Rietveld, L. Russell, A. Schelly, E. Silver, E. Wetherell, B. Jouravel, C. Paul, E. Markwidzt, H. Stroh, L. I. Sargent, E. Wright, E. Youtsey, S. S. Lancau, N. Scott Key, Necus and D. Rihver, Mr. and Mrs. W. G. Avery, Mrs. F. Beaman, Mr. and Mrs. W. H. T. and Miss N. Davis, Dr. and Mrs. J. H. Daniels, Mr. and Mrs. J. W. Doolittle and child, Dr. E. H. Edwards, Mr. R. B. Herbert, Mrs. H. M. Herbert, Mrs. M. Henderson, Mr. and Mrs. G. S. Hall, Mr. and Mrs. R. M. Hogan and son, Mrs. G. S Kemp and infant, Mr. and Mrs. W. W. and Mstr. J. S. Lockwood, Messrs. E. T. Lockwood, W. W. Lockwood Jr., Dr. and Mrs. W. Lennox and 2 children, Mr. and Mrs. L. F. Mathew, Messrs. C. L. and H. S. E. Mathew, Rev. and Mrs. D. S. Morris and 4 children, Mr. and Mrs. B. Moss, Mr. and Mrs. E. Norbury, Mr. and Mrs. R. and Miss Parker and servant, Mr. and E. Crabb, Mstrs. G. D. and A. C. Mrs. N. Beeman, Rev. and Mrs. D. Crabb, Rev. M. Chaplin, Mrs. C. P. Pawson, Dr. M. Fellows, Mr. and Mrs. R. Gage, Misses Emily and Eleanor Gage, Katherine Gage, Dr. A. Henry, Dr. T. Hsieh, Dr. F. L. Hacker, Mrs. Kortright, Mrs. L. Ketchan, Rev. and Mrs. E. C. Lobenstine, Mstr. J. C. and Miss Rose Lobenstine, Mr. and Mrs. H. V. Lacy and 2 children, Mrs. A. Liddy, Mrs. B. E. Lorban, Mr. and Mrs. L. M. Mead & son, Mr. & Mrs. T. R. Newberg, Mr. and Mrs. S. L. Phranger and 2 children, Dr. J. W. Pell, Mr. and Mrs. J. M. Speirs, Mr. and Mrs. J. M. Yard and 4 children, Rev. Z. T. Kaung, Dr. and Mrs. Love and 2 children, Dr. R. A. Belilios, Mrs. and Miss Mauray, Mrs. F. M. Christy, Mrs. J. H. L. Christensen and child, Mrs. M. Relenky, Mrs. Sariyamis, Mr. and Mrs. B. W. and Miss Smith, Rev. and Mrs. D. R. Van Dyck, Dr. W. P. Wei, Mr. and Mrs. Spunt and 2 children, Mrs. R. M. Coquard, Mrs. L. R. Johansen, and infant, Mrs. M. Beir and 3 children, Mrs. Clement, Mr. and Mrs. J. K. Davis and child, Mrs. L. Korsstovzoff and child, Mr. and Mrs. Widlem and child, Messrs. H. Webb, L. Aakenase, B. F. Brown, R. J. Carter, S. Y. Chang, W. R. Davison, W. Farley, L. M. Hetherington, C. H. House, P. W. Kuo, Lee Yoke-suey, L. E. Martin, J. Oswald, C. K. Parker, H. E. Rigge, H. Rebham, Geo. Reynolds, R. Bruce, E. C. Crabb, S. H. Connelly, W. J. Lwahy, S. Droshnicop, J. L. and D. C. Ding, W. R. Elliston, S. Howard, C. W. Harvey, Geo. Hornung, L. Hagood, D. V. Forrester, W. B. Marshall, Jos. Milner, H. J. McGill, G. F. L. Newsam, V. Robinson, A. Klauber, G. F. Streett, W. B. Shires, J. Z. Wilson, Wong Kwong, P. Lambert, L. P. Bradley, E. S. and L. M. Kadoore, F. R. Pembertson, R. Schwartz, C. G. Weistrod, P. A. Cox, J. F. Good, G. H. Charlton, M. Jensen, D. J. Steinberg, E. R. Cole, J. McMartin, A. R. A. Ritchie, W. J. Ambrose, E. H. Dunning, N. Kadoore, R. McLean, J. A. Williams, M. Myer, A. Oiwadieff; through passengers for Manila: Mr. and Mrs. M. M. Riley and infant, Mrs. R. H. Beck, Dr. R. R. Ilamao, Mr. and Mrs. J. L. Martin, Mr. and Mrs. C. C. Maccaw and children, Mr. and Mrs. D. S. and Miss Saqui, Mr. and Miss Carmels, Mr. and Miss R. Melencio, Mrs. A. L. Zollner, Mr. and Mrs. C. H. W. Atkin, Messrs J. M. Amezaga, S. Gaches, G. M. Paris, H. A. Stewart, H. Crombie, Sunico, J. B. Armstrong, N. F. Barnes, D. D. Gunn, S. T. Bautista, F. J. Boers; for Hongkong: Misses F. Alexander, L. Mayer, M. M. Rust, K. Tucker, E. Donohugh, G. Hume, R. B. Jupp, O. Mackay, M. Wyman, Mortloch, Mrs. I. Ipstein, Dr. and Mrs. W. M. Hardy and 2 children, Rev. and Mrs. P. Jenkins, Mr. and Mrs. Hiue Kin, Mrs. J. de P. Lynch, Mrs. J. F. Necoll, Mrs. A. B. Palmer, Mr. and Mrs. P. A. Reichel, Dr. H. Yung, Mr. and Mrs. J. Harrington, Mrs. A. Ritchie, Dr. and Mrs. D. P. Caldwell, Mr. and Mrs. W. F. Hamilton, Mrs. J. MacDonnell, Mrs. W. Lane, Mr. and Mrs. W. H. Larkin, Dr. A. M. Otto, Mr. and Mrs. Chas. Bryce, Dr. M. Roberts, Rev. J. R. Temple, Mrs. G. Edwards, Mr. and Mrs. C. U. Knox, Messrs. H. F. Dent, Kuang Huang, C. C. Judd, T. L. James, P. Wearne, R. A. Nicholson, A. G. Gordon, S. Hsu, Y. C. Lee, L. M. Whyte, Nicoll.

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Per C.M. s.s. Kiangteen from Ningpo: Miss Young, Mr. Chow.

Per I.-C. s.s. Hwahlee from Hankow: Messrs. H. and M. H. Lo.

Per C.N. s.s. Shuntien from Tientsin and ports: Mrs. J. Douglas and son, Mrs. B. Hansen and 4 children, Mrs. C. Murray, Mrs. Gardner, Misses Gardner (3), Mr. and Mrs. Peggi and son, Miss and Mstr. Frazier, Mrs. T. Skidmore, Mrs. J. Sterling and 2 children, Mr. and Mrs. Franklin, Mrs. S. Cotton, Mrs. Blum, Mrs. J. Johns and child, Mstr. B. Johns, Mr. Skidmore.

Business and Official Notices

(Continued from Page 28)

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-:- Financial And Commercial News -:-

Exchange and Bullion

Shanghai, September 20, 1919.
Money And Bullion
Sovereigns: buying rate,
@ 6/1=Tls. 3.2877
@ exch. 74=Mex. $4.4428
Gold Dollars: Bank buying rate,
@ 126¼=Tls. 79.21
@ exch. 74=Mex. $107.04
Mex. Dollars: Market Rate: 73.85
Shai Gold Bars: 978 touch Tls. 190
Copper Cash .... per tael 185.000
Native Interest ..... Tls. 16

Latest London Quotations
Bar Silver ..... 62d.
Bank Rate of Discount 5%
Ex., Paris on London ...Fr. 28.50
Ex., New York on London T.T.
G. $4.16

Exchange Closing Quotations
London ..... T.T. 6/1
London ..... Demand 6/1¼
India ..... T.T. 304
Paris ..... T.T. 1125
Paris ..... Demand 1128
New York ..... T.T. 126
New York ..... Demand 126¼
Hongkong ..... T.T. 65
Japan ..... T.T. 39½
Batavia ..... T.T. 331½
Singapore ..... T.T. 38¾

Banks Buying Rates
London ..... Demand 6/2
London Nom. 4 m/s. Cdts. 6/4
London Nom. 4 m/s. Docy. 6/4¼
London Nom. 6 m/s. Cdts. 6/4⅛
London Nom. 6 m/s. Docy. 6/4¾
Paris ..... Nom. 4 m/s. 1200
New York .... o/d. Docy. 127½
New York ..... 4 m/s. 135¼

ROUBLES EXCHANGE
Today's Bank Buying Rate
For Roubles
Roubles 6,000 ..... =Tls. 100
Roubles 100 ..... =Mex. $2.25

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls.	3.07	@	5/10¼	£1
,,	1	@	936	Francs 10.43
,,	0.73	@	123¼	Gold $1
,,	1	@	40¾	Yen 2.73
,,	1	@	15	Rupees 4.89
,,	1	@	1.50	Mex. $1.50
,,	1	@	—	Roubles —

Stock Exchange Transactions

Shanghai, September 20, 1919.
TODAY'S QUOTATIONS
Official
Semambus (100 Shares) Tls. 1.00
Yangtszepoo Cotton (Ord.)
Tls. 18.30 December.
Tls. 16.75
Tls. 16.50 September
Langkats Tls. 21.00 C. N. I.
Shanghai and Hongkew Wharf
Tls. 118.00 December
Consolidated Tls. 2.75
New. Eng. Tls. 31.50 Dec.
Unofficial
Shanghai Lands 6% Debs. 1911
Tls. 76.00
S.M.C. 6% Debs. 1913
Tls. 78.00
Shanghai Cotton Tls. 250.00
Tls. 245.00 December
Tls. 225.00
Tls. 227.50 cash
Telephones Tls. 74.00
Langkats Tls. 21.00 Sept. C. N. I.
Ewo Cotton (Ord.) Tls. 395.00
December
Anglo-Javas Tls. 9.50
Kungyik Cotton Tls. 32.00

Shanghai Produce & Stock Exchange Transactions

Shanghai, September 20, 1919.
Japanese Bond, 5 percent:
Tls 35.50 September
Shanghai P. & S. Exchange
Tls. 24.90 September
Tls. 25.75 October
Tls. 26.70 November
Japan-China S. & W. Co.
Tls. 31.50 October
Tls. 32.50 November
Local Yarn:
Water Moon 16's
Tls. 220.00 Septemebr
Tls. 225.00 November
Water Moon 16/20's
Tls. 226.80 October
Tls. 228.50 November
Tls. 231.00 December
Tls. 228.50 January
Tls. 228.10 February
Local Yarn for Standard:
Tls. 212.00 October
Tls. 214.00 November

Machinery Needed By Italy To Compete For Trade

Manufacturers In That Country Show Preference For American Types, U.S. Trade Commission Says, But Embargo Prevents Importation

New York, August 5.—Italy, in order to compete in world markets, is in great need of machinery of all kinds to build her industries up to maximum efficiency. The Italian manufacturers, according to W. O. Marshall, a trade commissioner for the United States Bureau of Foreign and Domestic Commerce, who has just returned to this country after completing an investigation of the industrial conditions in that country, like American machinery, but they cannot obtain any at present because of the embargo placed on importations last January. As an evidence of their partiality for machinery made in this country, Mr. Marshall pointed out yesterday that the Italians in 1914 imported machinery and parts from the United States valued at 10,388,571 lire, whereas such imports last year were valued at 155,320,333 lire.

"Although the war stimulated abnormal demands the call for machinery from the United States," he said, "seems destined to be great just as soon as the embargo is lifted. Italy especially needs wood-working, textile, refrigerating, printing, conveying and hoisting machinery. Machinery for shipyards and sugar refineries is also in strong demand, while tool machinery is scarce and actively sought."

The embargo has been placed on machinery, Mr. Marshall said, because of the unfavorable balance of trade between Italy and the United States.

"A glance at trade statistics in 1914 and 1918," he added, "will show why Italy has been forced to adopt an embargo. In 1914 Italy's exports to this country amounted to 266,878,526 lire. Last year they had declined to 127,568,219 lire. In the interval our importations have increased from 418,215,431 lire in 1914 to 6,226,743,393 lire in 1918. Italy is now in a position where she must import goods on credit until a more favorable balance of trade can be established by increased exportations to this country.

"Italian business men asked me to suggest commodities for which there is a good demand in America. I suggested dried fruits, the largest single item imported into this country last year; oranges and lemons, olive oil, not a gallon of which was sent here last year, whereas in 1914 quantities valued at 15,900,754 lire were imported, and cheese, of which quantities valued at 25,353,850 lire were brought in in 1914, while last year not a pound came in."

Mr. Marshall was asked about the possibilities of German competition in machinery in the future. He stated that in his opinion it would not be a deciding factor. While Germany may be able to undersell American manufacturers in heavy machinery because of her dumping policy and geographical location, which means low freight charges, in light machinery American manufacturers, he said, can be assured of a good market because of Italian preference to machines made in this country because of superiority in quality.

Piece Goods And Yarn

Messrs. Ilbert and Co. write as follows in their report dated September 19:

Piece Goods

There is a better feeling in the market. Native money is easier, and clearances, though not brilliant, are improving. Buying has taken place for Newchwang, upon which outlet, exchange has gone favourably for purchases from here; also some of the interior markets of the Yellow River are showing signs of interest. Hankow is, however, still desperately hard up for money and is a borrower from here at a high rate of interest.

Grey Shirtings, 8¼ lbs.—Small sales are reported in Blue Staghead at Tls. 4.50, Blue Two Horses at Tls. 4.50, Blue Two Lions at Tls. 4.75 and Gold Globe at Tls. 4.75. Auctions showed considerable improvement.

40 to 7 lbs.—Two sales in Man and Horse at Tls. 3.25 and Blue Soldier at Tls. 3.35.

9 to 11 lbs.—Sales are reported in Red Cock at Tls. 6.50, Bamboo and Tree at Tls. 6.50, Two Vase at Tls. 6.75 and Flying Three Rabbits at Tls. 7.25. Auctions firm.

12 lbs. 36 inches.—No private sales are reported but auctions showed marked advance.

White Shirtings.—The following sales are reported:—Gold One Joss at Tls. 8.20, Mountain Flower No. 4 at Tls. 8.25, Mountain Flower No. 3 at Tls. 8.45, Mountain Flower No. 2 at Tls. 8.60, Good Luck at Tls. 8.65, Peacock at Tls. 8.75, One Cash at Tls. 8.85, Mountain Flower No. 1 at Tls. 9.40, Large Red Dog at Tls. 10.60, and Gold Nine Horses at Tls. 10.75. Auctions somewhat irregular, but the majority of chops showed an advance.

American Sheetings.—A sale is reported in Whitney (Dog) at Tls. 8.25.

Dyed and Fancy Cottons.—Rather more movement. Auctions firm with good advance in prices all round for Fast Black Italians.

Cotton.—The export of China Cotton for the twelve months ending August 31 amounted to 1,241,000 Piculs of which Japan took 1,080,000 Piculs. This is the largest amount of cotton exported since the season of 1910/11: the total export then reached 1,482,000 piculs, of which Japan took 1,195,000 piculs. There is still a good quantity of the 1918/19 crop remaining to be marketed.

The Country reports concerning the new crop vary considerably but on the whole although it is not expected to be so abundant as last season it promises to be a fair average crop. Quotations for the New Season's crop are Tungchow Tls. 22.50 to Tls. 33.00, Steam Ginned at Tls. 31.50 Ordinary Shanghai at Tls 30.00 to Tls. 30.50. So far the Japanese buyers are showing no desire to operate. New Hankow grades are quoted at Tls. 29.00 to Tls. 28.50, Shanghai No. 1 at Tls. 34.00.

Reuter's recent telegrams give the following quotations on the Liverpool market, Good Middling American at 18.19d, Egyptian Sakellaridis at 30d. and M. G. Bengals at 14.60d per lb.

Yarn

Local Yarn.—Some large transactions have been put in the book during the last week by most of the local Mills for delivery extending over the months of January to April next year, higher prices being recorded. The following sales are made public. The market remaining quite steady:

10s.—100 Bales Anchor at Tls. 145.00, 100 bales Chelin at Tls. 153.00.

12s.—600 Bales Teenkwan at Tls. 165.00 to Tls. 168.00.

14s.—800 Bales Four Hee at Tls. 177.00 to Tls. 180.00

16s.—1,500 Bales Globe (heavy) at Tls. 204.00, 2,000 Bales Wedding (heavy) at Tls. 205.00 to Tls. 207.00 500 Bales Buffalo at Tls. 205.00, 500 Bales Man and Goats at Tls. 205.00, 300 Bales Diamond at Tls. 205.00, 300 Bales Teenkwan at Tls. 200.00, 600 Bales Red Round Dragon at Tls. 208, 1,000 Bales Flying Horse at Tls. 208.00, 500 Bales Two Tiger at Tls. 214.00.

20s.—4,500 Bales Five Men at Tls. 216.00, 3,000 Bales Man and Goats at Tls. 215.00, 700 Bales Three Joss at Tls. 215.00, 600 Bales Picking Cotton at Tls. 218.00.

Indian Yarn.—Market firm with a few small sales as follows:

10's.—200 Bales Connaught at Tls. 157.00 and 158.00, 50 Bales Tricumdas (Ring) at Tls. 162.00, 100 Bales Jamshed (Mule) Compass at Tls. 156.50.

12's.—250 Bales Currimbhoy (Ring) at Tls. 173.75 and Tls. 174.50. 100 Bales Luckmidass Khimjee at Tls 171.50.

Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their weekly cotton market report.

China Cotton

Since our last report, the cotton trade has witnessed a succession of firm markets, which although due in large measure to the attitude and operations of local bull clique, have carried prices well over a tael when compared with last week's quotations; while the new crop positions scored practically a corresponding advance.

Whatever may be the ultimate object of these operations, their influence has been one of the controlling factors in the market, and brought about a moderate revival of bull speculation on the part of the outside public.

As to the crop outlook, evidence has been accumulating that the long period of favorable weather which has prevailed throughout the Belt has been instrumental in bringing about a marked improvement in its conditions, especially for the late planted crops. During the week rather good progress has been made with picking, and if the present favorable weather continues for another fortnight it will bring out a large amount of cotton. For the present the movement continues slow, and we do not look for heavy receipts before October 1.

Under the circumstances, with the light before us as far as the general outlook is concerned, we feel, therefore, not disposed to advocate buying cotton and would rather recommend a waiting policy, and as far as operations for speculative purposes are concerned, great caution seems to be advisable.

Liverpool, September 12, 1919.

Liverpool Market:	Pence
Egyptian F. G. F. Sakellaridis	30.00
M. G. Fine Scinde and Bengal	14.45
Good Middling American Spot	17.85
Good Middling American Oct.	18.26
Good Middling American Jan.	18.35

Tone of the Market: Steady.

New York, September 18, 1919.

New York Market:	Cents
October	29.87
January	30.10
March	30.14

Market: Steady.

Bombay, September 15, 1919.

Indian Market:	
Broach new crop	460 Rps. per Khandy.

Market: Steady.

Shanghai Market:	Tls.
Shensi new crop	33.00
Tungchow new crop	32.50
Shanghai new crop	30.000
Shanghai Machine Ginned new crop	31.00
Ningpo new crop	27.50

Tone of the Market: Steady.

In their report for week ending September 20, Messrs. J. Spunt and Co. write as follows:

China Cotton.—A weakish feeling pervaded the local market during the early part of the week under review but latterly it has shown greater activity than has been the case for some time past, causing varied fluctuations arising from shorts covering which coupled with the fact of a fair volume of business having been contracted by the local Chinese Mills strengthened the market to the extent of prices having risen by Tls. 1.00 per picul and evincing at the close a steadier undertone.

From reports to hand the new season crop, though progressing favorably, has not fully recovered from the damages sustained in the inundated districts referred to in our previous issues, nor has there been any enlargement in the area for Cotton planted in the Shensi province. Such circumstances have stimulated expectations of this year's crop to be from 65 percent to 70 percent of normal. A condition well worth being noted and as pointing out the safe policy of taking advantage of any offerings at favorable rates. Tone of the Market. Steady.

Launch Services

TOMORROW

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 10 a.m.

The tender conveying passengers on board the T.K.K. s.s. Tenyo Maru will leave the Customs Jetty at 5 p.m.

Thursday, September 25, 1919.

The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 11 a.m.

Friday, September 26, 1919.

The tender conveying passengers and mails on board the R. V. F. s.s. Simbrisk will leave the Customs Jetty at 3 p.m.

Monday, September 29, 1919.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Porthos will leave the M.M. Jetty, French Bund, at 1:30 p.m.

Sailed from Shanghai

For San Francisco		
Colombia	Aug.	17
Royal Arrow	Aug.	26
Nanking	Aug.	27
Silver Shell	Sep.	9
Venezuela	Sep.	14
China	Sep.	14
West Conab	Sep.	14
For Seattle		
Africa Maru	Sep.	1
West Henshaw	Sep.	8
Western Knight	Sep.	14
Eldridge	Sep.	16
For Port Townsend, U.S.A.		
L. W. Ostrander	Sep.	6
For Vancouver		
Methven	Sep.	12
Melville Dollar	Sep.	16
For New York		
Gaelic Prince	Aug.	14
Gothic Prince	Aug.	17
Sagaporack	Sep.	12
Teenkai	Sep.	12
For London, etc.		
Pembrokeshire	Aug.	12
Teiresias	Aug.	15
Tomiura Maru	Aug.	17
Inaba Maru	Aug.	18
Benledi	Aug.	20
Agapenor	Aug.	22
Altai Maru	Aug.	28
Kamo Maru	Sep.	1
Ajax	Sep.	4
Nagoya	Sep.	7
Altai Maru	Sep.	10
Aikoku Maru	Sep.	12
Iyo Maru	Sep.	15
Elpenor	Sep.	18
Gleniffer	Sep.	19
For Liverpool		
Deucalion	Aug.	10
Tajima Maru	Aug.	18
Hector	Aug.	30
Antilochus	Sep.	11
Orestes	Sep.	18
For Copenhagen		
Annam	Aug.	16
For Genoa		
Caroline Maru	Sep.	15
For Marseilles		
Meinam	Aug.	14
Kenkon Maru	Aug.	17
Andre Lebon	Aug.	25
Kamiji Maru	Aug.	26
Kibi Maru	Sep.	13
For Trieste		
Gablonz	Sep.	14
For Bombay		
Dunera	Sep.	3
For Java		
Tjikini	Aug.	16
Tjilatjap	Sep.	6
Tjitaroem	Sep.	18
For Batavia		
Korsnaes	Aug.	22
Oylerie	Sep.	14
For Calcutta		
Shingo Maru	Aug.	10
Arratoon Apcar	Aug.	20
Itola	Sep.	1

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Two Doctors Will Duel With Germs To Prove Their Theories

Dueling with the rapier was the sport of those who could afford it, dueling with words is the less costly sport of the intellectuals, dueling with the fists that of those who like it, but it has remained for two physicians to suggest that dueling with high-powered germs is the safest way of preserving the honor of "Materia Medica."

These are ultra-modern days and as in ancient times science has furnished the weapons for the avenging of wrongs upon the field of honor. In the case of the latest method of duelling germs are the cause, and for that reason the suggestion that germs should play the most important part is not out of place.

The Maligned Microbe

It all came about through the publication in The Physical Culture Magazine of an article by Dr. John B. Fraser, of Toronto, Ont. In it he derided the germ theory and boldly called on the medical men of America to prove their assertions. His sarcasm stirred the fighting spirit of Dr. H. W. Hill, of Minneapolis, executive secretary of the Minnesota Public Health Association, who wired his acceptance of the challenge. Dr. Fraser was slapping mosquitoes somewhere in the North Woods on a holiday trip, and there was no reply.

Then Dr. H. A. Zettel, of St. Paul, accepted Dr. Hills's acceptance of the challenge, for he was of the same belief as the Toronto physician. He would act as substitute and save Dr. Fraser the long trip to St. Paul. He would bare himself to all manner of disease and prove that the microbe is much maligned.

Dr. Hill proposed in his message to Dr. Fraser that they enter a hospital and each receive inoculation of highly contagious disease germs, such as typhoid, diphtheria, meningitis, tuberculosis and smallpox. As armor against the germs Dr. Hill would use scientific antitoxin and vaccination. Dr. Fraser would use only "natural therapeutics"—fresh air, pure water and food—as his immunizers. After receiving the germs they would settle back in their cots with a good book and await results.

All of these proposals satisfied Dr Zettel. He was willing to enter the duel under Dr. Hill's own conditions. He even had a few extra suggestions to make himself. Leprosy seemed to him a mighty fine disease for the duel. He also proposed that the survivor be honorary pallbearer at the victim's funeral.

News of the duel became public and the authorities hustled to their law books to see where the matter stood in a legal way. The health officials announced that if either of the doctors contracted a contagious disease he would be placed in quarantine. This did not in the least disturb the equanimity of the principals, for they planned voluntarily to enter an isolation hospital to await developments after inoculation. Then the county attorney popped one that jarred them both: if either of the doctors inoculated the other and death resulted a charge of manslaughter would be prosecuted. Dr. Hill had visions of gray stone walls and cold, iron bars. For a time he lost all his ambition to be a duellist, but his spirits rose again with the arrival of the germ of a great idea. Each doctor would inoculate himself. There could be no obection to that. The authorities said they would make no attempt to stop the contest.

Enter The Ethics

With the little matter of legality out of the way Dr. Hill began to think of the ethics of the proposition for the duelling code is notoriously strict. He had first accepted Dr Fraser's challenge and the latter being away from civilisation, had had no opportunity to respond; could he accept Dr. Zettel as a substitute without first obtaining Dr. Fraser's permission? He decided that he couldn't, so he asked Dr. Zettel to wait. If Dr. Fraser withdraws, then Dr. Zettel's offer will be considered for Dr. Hill is determined once and for all to end discussion about germs.

Dr. Fraser, before he left for the north, told friends that he had swallowed, breathed, swabbed and otherwise indulged in millions of strong virile, properly incubated germs, without the least ill effect. Not only that, but he had put his two daughters, Miss Maud and Miss Bata through the same course of experiments and they had asked for more. From 150,000 to 1,000,000 microbes at a meal was their diet during these tests.

Dr. Hill does not dispute Dr. Fraser's statement. He merely maintains that he is eager to enter a hospital ward with the Toronto practitioner and show him what he does not know about germs.

It will be a month at least before the duel is staged, for preliminaries will take that long, Dr. Hill declares. He has suggested to Dr. Fraser that the latter see his insurance company and arrange regarding the payment of the policy in case of his sudden demise. The company might be inclined to consider the duel as suicide and refuse to pay. Dr. Hill—though he thinks it is quite unnecessary on his part—will do the same. He also mentioned something about wills.

Then there must be a series of tests for each physician to determine what diseases they cannot contract, either through being naturally immune or through having once had the sickness. When these tests are completed, the germs for the duel will be decided upon.

Seconds and judges must also be chosen. Each principal, Dr. Hill suggests, should choose two physicians to act for him, and these will choose a fifth, who will referee the contest.

The seconds with microscopes and test tubes, dyes and chemicals, will test the germs and measure them to see that each doctor is getting his fair share, as the seconds in the good old days measured rapiers or examined pistols. It will be a strictly up-to-date affair.

Shanghai College Notes

Shanghai College begun the new school year September 12 with the largest attendance in its history. The total enrollment is not yet known but it is already over 300.

The spirit of the student body is excellent. All are jubilant because of the work they have been able to accomplish during the Summer for their country. The students have an earnestness of purpose that is very encouraging. Each student seems to feel as he studies that he is preparing to save China and so works with greater zeal than ordinary.

Evanston Hall is completed and is crowded with students; it is a splendid building, 50 x 120 feet, four stories high, built of red brick, trimmed liberally with cast cement. It accommodates 150 students in the dormitories, besides space for teachers. The first floor is used at present for classrooms.

Materials are being collected for the new Science Hall. We expect that work will be begun on the foundations within a few weeks.

Prof. Ralph W. Kennard, a specialist in Industrial Chemistry, will arrive the last of the month. When our new science building has been completed we will be in a position to render real service to the industries of China, for the head of our chemistry department, Professor Mabee, is also greatly interested in the application of chemistry to the industries of China. Dr. C. C. Chen, who has secured his doctorate in biology at Yale, will arrive early in October.

Mr. P. R. Bakeman will also arrive early in October, and with his experience in China will be a strong addition to our theological department.

Negotiations are just being completed for the installation of electricity for light and power. Plans are being made for the drilling of an artesian well and the installation of a water plant.

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Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated September 18:

Dealings in Cotton shares constituted the bulk of the business during the week under review, and large numbers have changed hands. Shanghai and Hongkew Wharves improved to 110 buyers. More interest has been centered upon Rubber shares owing to the increase in price of the raw material, and quotations show a substantial increase upon those of last week with a tendency to go higher.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending September 19:

White Silk.—The further advance in exchange especially for near delivery and the very high franc rate has again put a stop to business.

Tsatlee Filatures.—Kung Kee Mars, 1, Tls. 605. Red Dragon, 1, 2, Tls. 690 av.

London Rubber Prices

Messrs. Hugo Reiss and Co. have received the following telegram from Messrs. Barker and Co., Ltd., London dated the 17th instant.

Average Spot price standard quality Ribbed Smoked Sheet 2/4.

Average Spot price Standard quality First Crepe 2/4.

Ex warehouse (Singapore) 2/3½ both grades, market very quiet.

Resources: Pesos 248,000,000

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THE MANAGEMENT.

Chinese and Foreign Banking Announcements

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Incorporated by Royal Charter 1853.

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Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

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Delhi	Medan	(F. M. S.
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Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
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Shanghai Branch 18 The Bund.

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C. J. SCOTT.
Manager.

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Doudichery	Peking	Tourane
Haiphong	Papoete	
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L. ARDAIN.
Manager.

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H. H. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
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Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

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Paid-Up Capital $1,020,000
Reserve Fund ..... $ 20,000

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T. CLARENCE SUN
Deputy Managing Director:
NIEH CHI-WEI

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Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris, Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

	Yen
Capital Fully paid-up..	48,000,000
Reserve Fund	28,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	S. Francisco
Bombay	London	Seattle
Buenos Ayres	Lyons	Shanghai
Calcutta	Manila	Shimonoseki
Changchun	Mukden	Singapore
Dalny	Nagasaki	Sourabaya
Hankow	Newchwang	Sydney
Harbin	New York	Tientsin
Hongkong	Osaka	Tokio
Honolulu	Peking	Tsinanfu
Kaiyuen	Rangoon	Tsingtau
Kobe	Rio de Janeiro	Vladivostock

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betoe
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The Chekiang Industrial Bank, Ltd.

Established 1908.

Capital $1,000,000
Reserve Fund $50,000

Head Office, Branches and Agencies. Hangchow, Shanghai, Haimon, Lanchi.

Agencies at the principal Cities throughout China.

Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.

Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterlings, Gold Dollars and Yen according to arrangements.

Credits granted on approved securities.

Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.

Interest allowed on Savings Fixed Deposits according to arrangements.

Cheque-books or Savings Pass-books at Depositor's disposal.

LI MING, *Manager.*
CHEN SIN TSENG, *Sub-manager.*
ZAI MOH ZUNG, *Sub-manager.*

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. HEATH, Manager.
26 The Bund.

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e., Frs. 25,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunnanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Tacls, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,923.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Singapore Rubber Market

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with the last weekly report auctions held on September 17:

Average price realised:

No. 1 Smoked Sheet—$0.95½ per pound equivalent to 2s. 3½d. ex warehouse Singapore.

No. 1 Crepe—$0.96½ per pound equivalent to 2s. 3½d. ex warehouse Singapore.

Market opened first day Smoked Sheet	$0.96 –2/3½
Crepe	0.97½–2/3¾
Advance first day to Smoked Sheet ..	0.99 –2/4¼
Crepe	0.98½–2/4
Second day closed Sheet	0.95½–2/3¼
Crepe	0.96½–2/3½

Offered 1,233 tons sold 979 tons.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Hankow-Hongkong-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Tacls, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Preserve Our Liberty, Is Plea By Lodge In Attack On League

Declaring Nations' Pact Really Alliance, Leader Of Republican Opposition In Senate Says It Menaces United States

Washington, August 12.—Senator Henry Cabot Lodge, Of Massachusetts, Republican leader in the Upper House and chairman of the Foreign Relations Committee, delivered his address against the League of Nations covenant in the Senate today.

Warnings mingled with pleading and copious references from world history, citing disastrous precedents, marked his prepared address. Americans cannot hold America first and subscribe to the league, he declared, branding the document as a "deformed experiment upon a noble purpose."

Creating, not a league of peace, but an alliance embracing many "provisions for war," the covenant in its present form, he asserted, would kill the Monroe Doctrine, nullify any possibility of withdrawal from membership, impair the sovereign power of deciding domestic questions, and "plunge the United States into every controversy and conflict on the face of the globe." He continued:

"Let us beware how we palter with our independence. We have not reached the great position from which we were able to come down into the field of battle and help to save the world from tyranny by being guided by others. Our vast power has all been built up and gathered together by ourselves alone.

America First

"We forced our way upward from the days of the Revolution, through a world often hostile and always indifferent. We owe no debt to anyone except to France in our revolution, and those policies and those rights on which our power has been founded should never be lessened or weakened. It will be no service to the world to do so, and it will be of intolerable injury to the United States. We will do our share. We are ready and anxious to help in all ways to preserve the world's peace. But we can do it best by not crippling ourselves.

"I am as anxious as any human being can be to have the United States render every possible service to the civilization and the peace of mankind, but I am certain we can do it best by not putting ourselves in leading strings or subjecting our policies and our sovereignty to other nations. I will go as far as anyone in world service, but the first step toward service is the maintenance of the United States. You may call me selfish, if you will, conservative or reactionary; but an American I was born, an American I have remained all my life.

"I can never be anything else but an American, and I must think of the United States first, and when I think of the United States first in an arrangement like this I am thinking of what is best for the world, for if the United States fails, the best hopes of mankind fall with it. I have never had but one allegiance—I cannot divide it now.

"The United States is the world's best hope, but if you fetter her in the interests and quarrels of other nations, if you tangle her in the intrigues of Europe, you will destroy her power for good and endanger her very existence.

Country First Ideal

"We are told that we shall 'break the heart of the world' if we do not take this league just as it stands. I fear that the hearts of the vast majority of mankind would beat on strongly and steadily and without any quickening if the league were to perish altogether. If it should be effectively and beneficiently changed the people who would lie awake in sorrow for a single night could be easily gathered in one not very large room, but those who would draw a long breath of relief would reach to millions.

"Ideals have been thrust upon us as an argument for the league until the healthy mind which rejects can't revolt from them. Are ideals confined to this deformed experiment upon a noble purpose, tainted as it is with bargains and tied to a peace treaty which might have been disposed of long ago to the great benefit of the world if it had not been compelled to carry this rider on its back?

"No doubt many excellent and patriotic people see a coming fulfillment of noble ideals in the words 'League for Peace.' We all respect and share these aspirations and desires, but some of us see no hope but rather defeat, for them in this murky covenant. For we, too, have our ideals, even if we differ from those who have tried to establish a monopoly of idealism.

"Our first ideal is our country. We would have our country strong to resist a peril from the West, as she has flung back the German menace from the East. We would not have our politics distracted and embittered by the dissensions of other lands.

"So far as the question of isolation goes, it is impossible to isolate the United States. We may set aside all this empty talk about isolation. Nobody expects to isolate the United States or to make it a hermit nation, which is a sheer absurdity. But there is a wide difference between taking a suitable part and bearing a due responsibility in world affairs and plunging the United States into every controversy and conflict on the face of the globe."

Holy Alliance Recalled

Likening the League to the ill-famed Holy Alliance, Mr. Lodge quoted the covenant provision giving the assembly authority to "deal at its meetings with any matter. . . affecting the peace of the world," and continued:

"There is no such sweeping or far reaching provision as that in the treaty of Paris, and yet able men developed from that treaty the Holy Alliance, which for thirty-five years was an unmitigated curse to the world. England broke from the Holy Alliance because English statesmen saw that it was intended to turn the alliance—and this League is an alliance—into a means of repressing internal revolutions or insurrections.

"No revolutionary movement, no internal conflict of any magnitude, can fail to affect the peace of the world. 'Any matter affecting the peace of the world' is a very broad statement, which could be made to justify almost any interference on the part of the League with the internal affairs of other countries.

"In Article 10 the United States is bound on the appeal of any member of the League not only to respect but to preserve its independence and its boundaries, and that pledge, if we give it, must be fulfilled. There is to me no distinction whatever in a treaty between what some persons are pleased to call legal and moral obligations. A treaty rests and must rest, except where it is imposed under duress and securities and hostages are taken for its fulfillment, upon moral obligations. The pathway of dishonor is always open. But whatever the United States agrees to, by that agreement she must abide.

"If the United States or any other great country should refuse, no matter how specious the reasons, to fulfill both in letter and spirit every obligation in this covenant, the United States would be dishonored and the league would crumble into dust, leaving behind it a legacy of wars.

Sending Our Troops Abroad

Quoting a press report that Bedouins were attacking the Kingdom of Hedjaz, the Senator pointed out that Hedjaz was a member of the league whose integrity the United States would guarantee to preserve from external aggression under the covenant.

"Let me now briefly point out the insuperable difficulty which I find in Article 15. It begins—'If there should arise between members of the league any dispute likely to lead to a rupture'——. 'Any dispute' covers every possible dispute. It therefore covers a dispute over tariff duties and over immigration.

"An immigration dispute or a dispute over tariff duties, met by the procedure set forth in Article 15, comes before the assembly of delegates for a decision by what is practically a majority vote of the entire assembly. That is something to which I do not find myself able to give my assent. So far as immigration is concerned, and also so far as tariff duties, although less important, are concerned, I deny the jurisdiction. There should be no possibility of other nations deciding who shall come into the United States, or under what conditions they shall enter. The right to say who shall come into a country is one of the very highest attributes of sovereignty. If a nation cannot say without appeal who shall come within its gates and become a part of its citizenship, it has ceased to be a sovereign nation. It has become a tributary and a subject nation, and it makes no difference whether it is subject to league or to a conqueror."

Britain And Monroe Doctrine

The Senator said the British delegates to the Peace Conference, in a statement regarding the Monroe Doctrine had asserted that should a dispute arise as to the meaning of the Doctrine, "the league is there to settle it." He added:

"It has seemed to me that the British delegation traveled a little out of the precincts of the Peace Conference when they undertook to explain the Monroe Doctrine and tell the United States what it was and what it was not proposed to do with it under the new article.

"The Monroe Doctrine was the corollary of Washington's neutrality policy and of his injunction against permanent alliances. It reiterates and reaffirms the principle. We do not seek to meddle in the affairs of Europe, but we want to keep Europe out of the Americas. It is as important to keep the United States out of European affairs as to keep Europe out of the American continent.

"It was purely an American doctrine, a purely American policy, designed, and wisely designed, for our defense. It has never been an international engagement. No nation has ever formally recognised it. It has been the subject of reservation at international conventions by American delegates. It has never been a 'regional understanding,' or an understanding of any kind with anybody. It was the declaration of the United States of America, in their own behalf, supported by their own power. They brought it into being and its life was predicated on the force which the United States could place behind it. Unless the United States could sustain it, it would die. The United States has supported it. It has lived strong, efficient, respected. It is now proposed to kill it by a provision in a treaty for a League of Nations.

It Is Our Own Policy

"Why, in the name of peace, should we extinguish it? Why, in the name of peace, should we be called upon to leave the interpretation of the Monroe Doctrine to other nations? It is an American policy. It is our own. It has guarded us well, and I for one can never consent in my heart to destroy it by a clause in a treaty and hand over its body for dissection to the nations of Europe.

"Another point in this covenant where change must be made in order to protect the safety of the United States in the future is in Article 1, where withdrawal is provided for. As it now stands it reads that:

"'Any member of the League may, after two years' notice of its intention to do so, withdraw from the League, provided that all its international obligations and all its obligations under this covenant shall have been fulfilled at the time of its withdrawal.'

"Whatever virtue there may be in the right thus conferred is completely nullified by the proviso."

Amusements

St. GEORGE'S GARDEN
Bubbling Well Road

TONIGHT

Open-Air Cinema Show

Featuring

The world-famous Comedians

William Collier and Enid Markey

in

"THE NO-GOOD GUY"

A remarkable Comedy Drama.

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TONIGHT, SEPTEMBER -:- -:- 21st -:- -:-

HELENE CHADWICK and FRANKLYN FARNUM

IN

A WESTERN MELODRAMA

"GO-GET-'EM GARRINGER"

FIVE ACTS OF WESTERN THRILLS.

Married to a man the beautiful heroine hated, persecuted by unwelcome attentions. Wilma Wharton turns for help to 'Go-Get-'Em Garringer"—and she does not appeal in vain.

PATHE'S BRITISH and AMERICAN GAZETTES.

Lonesome Luke Lonesome Luke

In

"OFF THE TROLLEY"

1 Part Comedy.

Just a few smiles to cheer up this miserable world.

Matinee, Today at 3.30 p.m.

"THE COMBAT"

5 Parts Drama of extraordinary power.

AMUSEMENTS

5th Season LYCEUM THEATRE 5th Season

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PRESENTS

The Frawley Company

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Monday and Tuesday, September 22 and 23	"PARLOR, BEDROOM AND BATH" A Fresh, Flippant, Farcical Frolic by C. W. Bell and Mark Swan
Wednesday and Thursday, September 24 and 25	"LOMBARDI LTD" A Comedy in Three Acts By Frederick and Fanny Hatton
Friday and Saturday, September 26 and 27	"FOREVER AFTER" A Romantic Drama By Owen Davis

Prices $3, $2 and $1 Booking at Moutrie & Co.

N.B. The Curtain rises promptly at 9.15 p.m.

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Monday, Sept. 22nd, 23rd, and 24th

For three nights only

PATHE PRESENTS

HENRY KRAUS

From the Sarah Bernhardt Theatre, Paris, in The Greatest Picture Ever Shown on the Screen

"LES MISERABLES"

Special music by the splendid Apollo orchestra.

More people have read "LES MISERABLES" than any book ever published except the Holy Bible

The present play is the first adaptation of "LES MISERABLES" and has been produced by the special consent of Victor Hugo's executors with the object of presenting to the public the auther's immortal novel in a memorable form. Don't fail to see this wonderful play.

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NEW HELEN THEATRE
Haining Road

Monday, Tuesday, Wednesday and Thursday,

22nd, 23rd, 24th and 25th Sept.

Fathe's New Serial Packed Full of Thrills and Sensations in Every Reel.

"The Tiger's Trail"

5th and 6th Episodes

ISIS THEATRE

September 21st, Sunday

Matinee and Evening

"The Desert Man"

Five Parts

and

"Beatrice Fairfax"

10th Episode.

SPECIAL PROGRAMME

AT THE

VICTORIA THEATRE

For Sept. 21st and 22nd

AND

MATINEE TODAY

PRESENTING

A Special Seven-Part Production

"THAIS"

By ANATOLE FRANCE

THE STORY OF THE SAINT WHO BECAME A SINNER AND THE SINNER WHO BECAME A SAINT

SPECIAL MUSIC

Admission Prices: $1.50 and $1.00

Holders of Special Coupon Tickets

Entitled to Use Same by Paying the Difference

At the Sunday Matinee will be Exhibited One New Episode of

"The Brass Bullet"

OLYMPIC THEATRE

PRICES: $2.00, $15.0, $1.00

MATINEE: TO-DAY AT 3 P.M. SHARP

TO-NIGHT AT 9.15

CHILDREN HALF PRICE

"INTOLERANCE"

THE WORLD'S WONDER FILM.

-:- GENERAL SHIPPING NEWS -:-

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ichang**, Captain E. L. Jones, will leave on Sunday, September 21, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Str. **Kiangfoo**, Captain J. Johennessen, will leave on Sunday night. For Freight or Passage apply to C.M. S N. Co.

HANKOW & PORTS.—The Str. **Kianghsin**, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M. S.N. Co.

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.Y.K. Mail Wharf on Monday, Septemebr 22, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin** Captain Meathrel will leave from the French Bund on Monday, September 22, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Wingsang**, 2,339 Tons, Capt. Christie, will sail for the above mentioned ports from Hunts Wharf on Monday, September 22, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight. Tel. C 240 Passage.

HANKOW & PORTS.—The Co.'s Steamer **Tofoo Maru**, Captain M. Takeo, will be despatched from N.K.K. Pootung Wharf on Tuesday, September 23, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**, No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Loongwo**, 3,925 Tons, Captain Findeison, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, Sept. 23, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on Tuesday, September 23, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Nanyang Maru**, Captain K. Takesita, will be despatched from N.Y.K. Mail Wharf on Wednesday, Sept. 24, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on Wednesday, Sept. 24, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Talce Maru**, Captain G. Kawamura, will be despatched from N.K.K. Pootung Wharf on Thursday, September 25, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Luenho**, 2,868 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, September 25, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on Friday, Sept. 26, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Suiwo**, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunts Wharf on Friday, September 26, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight, Tel. C. 240 Passage.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Waishing**, 1,864 Tons, Captain Tapsell, will sail for the above-mentioned ports from Hunts Wharf on Saturday, September 27, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain W. T. Robberts, will leave on Sunday, September 28, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

For Southern Ports

HONGKONG & CANTON.—The Str. **Kwangtah**, Captain C. Stewart, will leave on Monday morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott R. N. R., will leave from the French Bund on Monday, September 22, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Tuesday, Sept. 23, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on Tuesday afternoon at 4 p.m. For Freight or Passage, apply to C.M. S.N. Co.

HONGKONG.—The Str. **Chicago Maru**, Captain S. Yamane, will be despatched from the Co.'s Yangtszepoo Wharf on September 24, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— Fo Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Sinkiang**, Capt. G. W. Eedy, will leave from the French Bund direct for the above ports on Thursday, Sept. 25, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on September 27. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Yingchow**, Captain E. B. Simons, will leave from the French Bund on Saturday, September 27, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

LONDON, via HONGKONG, SINGAPORE, COLOMBO, PORT SAID, ANTWERP & ROTTERDAM.—The Str. **Alaska M.**, Capt. S. Ogawa, will be despatched from the Co.'s No. 9 Buoy on September 21, at 7 a.m. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

GENOA & MARSEILLES.—The Steamer **Java Maru**, Captain J. Furimura, will be despatched from the Co.'s No. 9 Buoy on Oct. 5. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. Str. **Manila Maru**, Capt. S. Kobayashi, will be despatched on October 20. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Celebes Maru**, Captain T. Konishi, will be despatched from the Co.'s No. 9 Buoy Wharf on November 3. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4 The Bund. Tel. Central No. 4234 & 4235.

List of Vessels Loading For Northern Ports Will Be Found on Page 27

P. & O., British India and Apcar Lines

(Companies incorporated in England)

FOR MARSEILLES AND LONDON
via HONGKONG, STRAITS, CEYLON, EGYPT
S.S. "KHIVA" leaving about 25th October
S.S. "NOVARA" leaving about 7th November
FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DILWARA" leaving about 20th September
FOR CALCUTTA via JAPAN
S.S. "JAPAN" leaving about 30th September

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Wireless Telegraphy fitted on all steamers.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered or cancelled without notice.
For particulars regarding Freight or Passage, apply to
MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: Central 169 & 2069

C P O S

TRANS-PACIFIC TRANS-ATLANTIC
PROPOSED SAILINGS
Shanghai to Vancouver

Empress of Asia (From Yokohama)	Oct. 11	Empress of Russia	Nov. 1
Empress of Japan	Oct. 19	Empress of Asia	Nov. 29
Monteagle	Oct. 27	Empress of Japan	Dec. 14

The latest steamer Shanghai to Yokohama, to make connection with the Empress of Asia from that port Oct. 11th is the French Mail S.S. "Paul Lecat" Oct. 1st or 2nd.

Shanghai to Manila and Hongkong		Shanghai to Hongkong direct	
Empress of Russia	Oct. 17	Empress of Japan	Oct. 7
Empress of Asia	Nov. 14	Monteagle	Oct. 8

For Bills of Lading, Freight Rates, etc. apply to:
P. A. COX, Agent
Cor. Peking and Yuen Ming Yuen Roads, Shanghai.
Tel: Central 181

For Reservations and Passage Tickets, etc. apply to:
G. M. JACKSON, General Agent.
Passenger Department,
Palace Hotel, 19 The Bund, Shanghai.
Tel: Central 182

CANADIAN PACIFIC OCEAN SERVICES

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.
The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.
Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.
Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.
Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.
The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Freight: Telephone Central 77, Agents, 21-22 French Bund.
Passage: Telephone Central 401.

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Antwerp and Rotterdam.

	Tons	Capt.		
*ALASKA MARU	18,000	S. Ogawa,	Sept. 19	Sept. 22
*CELEBES MARU	18,000	T. Konishi,	Nov. 1	Nov. 3

FOR GENOA and MARSEILLES.

	Tons	Capt.	Arrive	Leave.
*JAVA MARU	15,000	J. Furimura,	Sept. 30	Oct. 5

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*MANILA MARU	18,000	S. Kobayashi,	Oct. 19	Oct. 20

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CHICAGO MARU	12,000	S. Yamane,	Sept. 23	Sept. 24

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KOHOKU MARU	5,000	M. Tsubaki	Sept. 24	Sept. 25

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami,	Sept 26	Sept. 27

*Fully booked for passage.
The Company also runs numerous steamers from Japan to South America, South Africa, Austria, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.
OSAKA SHOSEN KAISHA
O.S.K. Yangtszepoo Wharf, Wayside Tel. Nos. East 208 and 209
Union Building, 4 The Bund
Tel. Address: SHOSEN, Shanghai, Tel. Nos. C. 4233, 4234 and 4235.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS PACIFIC FREIGHT SERVICE

HONGKONG
S.S. "OLEN" ..... About SEPT. 23rd

SEATTLE
S.S. "EDMORE" ..... will load SEPT. 19th
S.S. "CITY OF SPOKANE" ..... About OCT. 9th
S.S. "SEATTLE SPIRIT" ..... " NOV. 13th

PORTLAND
S.S. "WAWALONA" ..... About NOV. 16th
S.S. 'NISHMAHA" ..... " DEC. 4th

Through Bills of Lading issued to all United States and Canadian Overland Points.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
53 SZECHUEN ROAD.
JOHN J. GORMAN, GENERAL AGENT
FRED C. CHARMAN AGENT.
Telegraphic Address—ADMIRALINE.

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

PACIFIC MAIL S.S.CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Ecuador	Oct. 11	S.S. Ecuador	Sept .22
S.S. Colombia	Nov. 8	S.S. Colombia	Oct. 18
S.S. Venezuela	Dec. 5	S.S. Venezuela	Nov. 15

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

CARGO STEAMERS
"West Conob" "West Vaca" "Archer"
"West Sequana" "West Inskip" "West Caddoa"
"West Kador" "West Neris"

EAST INDIA SERVICE
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	Middle Oct	S.S. Santa Cruz	Middle Oct.

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
BALTIMORE SERVICE
Sailings from San Francisco via
Central America, Panama Canal, Puerto Colombia and Havana
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

T.K.K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.
FOR SAN FRANCISCO
SHINYO MARU ..... Oct. 11
FOR HONGKONG
TENYO MARU ..... Sept. 22, 1919
All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.
Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.
T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings.
Telephone No. 3229. Entrance 71 Szechuen Road.

STRUTHERS AND DIXON, INC.
OFFICES: San Francisco and Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Hongkong.
Operating the following Far Eastern services for account of the United States Shipping Board:
U.S.A. PACIFIC COAST—JAPAN, CHINA, AND PHILIPPINES.

S.S. STANLEY 9,600 tons due Shanghai Oct. 1.	S.S. "WEST CACTUS" 8,800 tons due Shanghai Oct. 14.
S.S. "WEST ISLIP" 8,800 tons due Shanghai Oct. 15.	

also
S.S. "WEST CAJOOT," "WEST HELIX"
"WESTERN GLEN," "WEST IBIS," "WEST CADDO,"
"WEST HENSHAW," "DUEL" and "ELKRIDGE"
arrivals to be announced later.
Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.
SHANGHAI OFFICE: No. 7 JINKEE ROAD.
Tel. No. Central 2557.
L. EVERETT, Vice-President J. S. EMENS, Agent.

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "NILE"	OCT.	10th
S.S. "NANKING"	NOV.	4th
S.S. "CHINA"	NOV.	25th

*S.S. "NANKING" does not call at NAGASAKI
FOR HONGKONG DIRECT

S.S. "NANKING"	OCT.	21st
S.S. "CHINA"	NOV.	10th
S.S. "NILE"	DEC.	6th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles and England:

	Tons		
ATSUTA MARU.....	16,000	Capt. T. Sekine,	Sept. 29
SHIDZUOKA MARU ..	12,500	Capt. R. Ozaki,	Oct. 13

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. E. Tozawa,	Oct. 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

MATSUYAMA MARU .	7,000	Capt. H. Akiyoshi,	Sept. 24
YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	Sept. 30
CHIKUGO MARU	5,500	Capt. N. Narui,	Oct. 3

SHANGHAI, NAGASAKI and KOBE

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU ..	4,500	Capt. D. Awoshima,	Sept. 24
YAWATA MARU	7,000	Capt. H. Nojiri,	Sept. 27
WAKANOURA MARU.	5,500	Capt. S. Fujimura,	Oct. 1
KUMANO MARU	9,500	Capt. T. Sasaki,	Oct. 4

FOR JAPAN

KAGA MARU	12,500	Capt. N. Segawa,	Sept. 24

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	Sept. 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu,	Oct. 14

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24
NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct. 22
AKI MARU	12,500	Capt. S. Shibata,	Nov. 19

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20. 25	8 35		0	dep. Peking arr.		19 50
23. 45	11. 2		. .	arr. Tientsin-Central dep.		17 00
23 5	11. 7		84	dep. Tientsin-Central arr.		16.53
24 00	11 25		. .	arr. Tientsin-East dep.		16.45
19 35	. .		524	arr. Mukden dep.		. .

Local 5.	Mail 3	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6 45	9 45	11.30	0	dep. Tientsin-East	arr.	17.05	15.45	21.15
6 55	9 55	11 40	2.71	arr. Tientsin-Central	dep.	16 55	15. 55	20.05
7.25	10 15	11 55		dep. Tientsin-Central	arr.	16 31	15 20	19.45
13 02	6. 0	15.8	78	dep. Tsangchow	dep.	13 05	11 28	15.28
6 4	19 20	18.08	148	dep. Techow	dep.	10.33	8.47	11 56
19 57	22.12	20.21	—	arr. Tsinanfu	dep.	8.06	6.00	8.30
7	:		220	:				8.
6 00	22 25	20 31	—	dep. Tsinanfu	arr.	7. 6	5.40	19.02
9 27	1.00	22.31	266	dep. Taianfu	dep.	6.01	3.25	16.24
2.37	3 47	0.38		arr. Yenchowfu	dep.	3 49	0 40	13.00
2 47	4.02	0 48	818	dep. Yenchowfu	arr.	3.39	0.02	12 58
6 30	6.15	8.16	877	dep. Linching	dep.	1.20	21.24	9.26
9 02	8.45	4.50	—	arr. Hsuchowfu	dep.	23.36	19.20	6.30
9.	:		420	:				10.
5 40	9 00	4 57	—	dep. Hsuchowfu	arr.	23 29	19.00	20.50
1 26	13 42	8 38	523	arr. Pengpu	dep.	19.53	14.55	15.20
11 5	13 20	8 40		dep. Pengpu	arr.	19 46	14.35	14.09
8 27	17.34	11 52	600	dep. Chuchow	dep.	16.4	10.50	8.57
20. 8	18.55	18.0	631	arr. Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line		Exp.	N. Exp.
23 00	14.20	0	dep. Nanking-Ferry	arr.	14.15	6.50
7 00	21.00	193	arr. Shanghai-North	dep	7.55	23.00

Yench wfu-Tsiningchow Branch Line					Liucheng-Tsochuang Branch Line						
13.10	4 10	d. Yenchowfu a.	12 08	23.53	21.30	16 40	9.30	d. Liucheng a.	5 28	15 50	21.00
14.03	5.05	a Tsningchow d.	11 15	23.00	22. 40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before **5 p.m. on Friday**

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 21, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Tomorrow.							
Swatow, Hongkong & Canton	Wosang	22.00	..	..	..	..	22.00
Hongkong and Canton	Suiyang	22.00	..	..	..	..	22.00
Hongkong	do	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Kwongsang	22.00	..	..	..	..	22.00
Hongkong and Canton	Tenyo M.	15.00	..	..	..	..	14 30
Hongkong	do	..	16.00	..	..	..	..
Manila Direct	Ecuador	9.00	..	..	..	..	8.30
Swatow and Hongkong	Kwongsang	..	17.00	..	..	..	..
Vstock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, September 23.							
Weihaiwei and Chefoo	Kingsing	11.00	..	..	..	..	10.30
Weihaiwei, Chefoo & Tientsin	do	..	11.00	..	..	..	..
Japan Ports	T'shima M.	19.00	17.00	..	..	..	18.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	29.00
Weihaiwei and Chefoo	Chekiang	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	do	..	14.00	..	..	..	..
Japan Ports	Kaga Maru	19.00	..	..	..	..	18.30
Wednesday, September 24.							
Amoy, Hongkong & Canton	Sinkiang	22.00	..	..	..	..	22.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Thursday, September 25							
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	8.30
Weihaiwei, Chefoo & Tientsin	Shuntien	..	9.00	..	..	..	..
Friday, September 26.							
Vladivostok	Simbirsk	..	14.00	..	..	..	13.30
H'kong, Straits, S. Ports and Europe via Suez	Dilwara	16.00	..	..	..	..	15.30
Swatow, Hongkong & Canton	Yingchow	22.00	..	..	..	..	22.00
Monday, September 29.							
France, etc.	*Porthos						

*Ordinary mails will close at the French Post Office at 9:30 a.m., registered articles at 9:00 a.m. and parcel posts at noon on September 26.

† Parcels only.
B Letters and boxes with declared value 7.30; parcel post 5 p.m. | E and money orders 4 p.m. Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails, daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Information For Mariners

SUNDAY, SEPTEMBER 21

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time H M	A.M. Range Ft. In.	P.M. Time H M	P.M. Range Ft. In.
10 24	7 3	10 52	7 11

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H M	P.M. H M
9 1	9 34

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises H M	Moon Sets H M	Sun Rises H M	Sun Sets H M	Daylight H M	Dark H M
2 47	16 1	5 48	5 58	5 3	6 43

(China Coast Time Used; Shanghai time is one hour ahead).

Mean Barometric Pressure at Shanghai
For September 29.90 in.
759.6 mm.

Arrivals

Date	From	Ship's Name	Flag	Agents
Sep. 20	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Sep. 20	Japan	Taishin Maru	Jap.	
Sep. 20	Hongkong	Kwongsang	Br.	J. M. & Co.
Sep. 20	Cruise	Chuentiao	Chi.	Customs
Sep. 20	Japan	Seattle Maru	Jap.	N. Y. K.
Sep. 20	Ningpo	Meinan	Am.	Socony.
Sep 20	River ports	Kiangshin	Chi.	C.M.S.N. Co.
Sep. 20	River ports	Nganking	Br.	B. & S.
Sep. 20	River ports	Hwahlee	Br.	J.M & Co.
Sep. 20	River ports	Tachang Maru	Jap.	N. K. K.
Sep. 20	Vancouver	E. of Asia	Br.	C.P.O.S.
Sep. 20	Hankow	Justin	Am.	B.A.T. Co.
Sep. 20	Chinwangtao	Rotorua	Chi.	Ch. R. Shaw
Sep. 20	Dairen	Sakaki Maru	Jap.	S.M.R.

Departures

Date	For	Ship's Name	Flag	Agents
Sep. 20	River ports	Poyang	Br.	B. & S.
Sep. 20	River ports	Hsinfung	Chi.	C.M.S.N. Co.
Sep. 20	River ports	Tuckwo	Br.	J. M & Co.
Sep. 20	River ports	Yohyang Maru	Jap.	N. K. K.
Sep. 20	C'foo, T'tsin	Hsinming	Chi.	C.M.S.N. Co.
Sep. 20	Stow, H'kong, C'ton	Chenan	Br.	B. & S.
Sep. 20	Foochow	Haean	Chi.	C.M.S.N. Co.
Sep. 20	Japan	Mikawa Maru	Jap.	N.Y.K.
Sep. 20	Tientsin, ports	Shengking	Br.	B. & S.
Sep. 20	Japan	Kumano Maru	Jap.	N. Y. K.
Sep. 20	Antung	Wenchow	Br.	B.&S.
Sep. 20	N'chwang, Dairen	Yunnan	Br.	B.&S.
Sep. 20		Sekakwa Maru	Jap.	
Sep. 20	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag	and Rating
WTW			Snipe	Br.	gun-boat
W.T.W.			Nightingale	Br.	gun-boat
S N B	June 19		Kinsha	Br.	gun-boat
Y.T.P.D.W.	July 26		Monocacy	Am.	gun-boat
M.M.B.	Aug. 18		Wilmington	Am.	gun-boat
O.D.W.	Sept. 9		Scarab	Br.	gun-boat
B. 1	Sep. 10		Woodcock	Br.	gun-boat
K.N.D.	Sep. 10		Sumida	Jap.	gun-boat
Y.P.D.W.	Sep. 16		Cadmus	Br.	gun-boat

Siccawei Weather Report

19.—The pressure, on the continent exceeds the normal level, with a high center between Siberia, Manchuria and N. China. System of the winter monsoon along the coast. Weather fine and warmer in China, overcast in the Philippines, some rain and fog in Tongking.

20.—The pressure decrease decidedly; very cloudy with mist; moderate breezes from NE.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
———	—	San Francisco	West Vaca	Am.	P.M.S.S. Co,
Sep. 27	—	San Francisco	Tancred	Am.	R. D. Co.
	—	Seattle	Edmore	Am.	A. Line
Sep. 30	—	New York	Bolton Castle	Br.	D. & Co.
Oct. —	—	San Francisco	Stanley Dollar	Br.	R. D. & Co.
Oct. —	—	San Francisco	Cadaretta	Am.	R.D. Co.
Oct. —	—	San Francisco	West Hepburn	Am.	R.D. Co.
Oct. —	—	San Francisco	West Harts	Am.	R. D. Co.
Oct. 4		Vancouver	E. of Asia	Am.	R. D. Co.
			Eurymedon	Br.	B. & S.
			C. of Spokane	Am.	A. Line
			Nile	Am.	C.M.S.S. Co.
			Waban	Am.	A. Line
			E. of Japan	Br.	C.P.O.S.
			Katori Maru	Jap.	N.Y.K.
			Monteagle	Br.	C.P.O.S.
			Lowther Castle	Br.	D. & Co.
			Bessie Dollar	Br.	R. D. & Co.
			Shinyo Maru	Jap.	T.K.K.
			E. of Russia	Br.	C.P.O.S.
			Nanking	Am.	C.M.S.S. Co.
			Seattle Spirit	Am.	A. Line
			China	Am.	C.M.S.S. Co.
			E. of Asia	Br.	C.P.O.S.
			Eurylochus	Br.	B. & S.
			C. of Newcastle	Br.	B. & S.
			Slavic Prince	Br.	B. & S.
			West Munham	Am.	A. Line
			E. of Japan	Br.	C.P.O.S.
			Grace Dollar	Br.	R. D. Co.

FOR NORTHERN PORTS

Sep. 21	—	Chinwangtao	Matsuyama Maru	Jap.	N. Y. K.
Sep. 22	11.00*	Dairen	Kaga Maru	Jap.	N. Y. K.
Sep. 23	3.00	W'wei, C'foo, T'tsin	Takeshima Maru	Jap.	N. Y. K.
Sep. 23	noon	W'wei, C'foo, T'tsin	Yawata Maru	Jap.	N. Y. K.
Sep. 23	—	Tientsin	Yamashiro Maru	Jap.	N. Y. K.
Sep. 25	10.00*	W'wei, C'foo, T'tsin	Wakanoura Maru	Jap.	N.Y.K.
Sep. 25		Tientsin & Dairen	Chikugo Maru	Jap.	N.Y.K.
Sep. 25	noon	Tsingtau & Dairen	Kumano Maru	Jap.	N. Y. K.
Sep. 26	3.00	Vladivostok			
Sep. 27	D.L.	Tsingtau			
Sep. 27	10.00*	W'wei, C'foo, T'tsin			

FOR EUROPE, INDIA, STRAITS, ETC.

	—	London	Kentucky	Am.	J.M. & Co.
	—	London, etc.	Pyrrhus	Br.	B. & S.
Sep.	—	London, etc.	Elpenor	Br.	B. & S.
	—	London	Gleniffer	Br.	G. L. E. A.
Sep. 21	—	London	Alaska Maru	Jap.	O. S. K.
Sep. 26	—	Bombay	Dilwara	Br.	M. M. Co.
Sep. 27	—	Marseilles	Porthos	Fr.	M.M. Cie
Sep. 29	—	London	Atsuta Maru	Jap.	N. Y. K.
Sep. 30	—	Calcutta	Japan	Br.	M.M. & Co.
Oct. 3	—	London, etc.	Titan	Br.	B. & S.
Oct. 5	—	Genoa & Marseilles	Java Maru	Jap.	O.S.K.
Oct. 9	—	Liverpool	Alcinous	Br.	B. & S.
Oct. 13	—	London	Shidzuoka Maru	Jap.	N.Y.K.
Oct. 15	—	London	Carnarvonshire	Br.	B. & S.
Oct. 15	—	London	Peleus	Br.	B. & S.
Oct. 25	—	London	Khiva	Br.	P.&O.S.N. Co.
Nov. 1	—	Liverpool	Lycaon	Br.	B. & S.
Nov. 6	—	London	Mentor	Br.	B. & S.
Nov. 7	—	London	Novara	Br.	P.&O.S.N. Co.
Nov. 11	—	London	Novara	Br.	M.M. & Co.
———	—	London	C. of Melbourne	Br.	J. M. & Co.

FOR SOUTHERN PORTS

Sep. 21	—	Hongkong and Canton	Kwangtah	Chi.	C.M.S.N. Co.
Sep. 21	—	Hongkog	Chicago Maru	Jap.	O. S. K.
Sep. 22	10.00*	Manila and Hongkong	Ecuador	Am.	P.M.S.S. Co
Sep. 22	5.30	Ningpo	Hsin Peking	Br.	B. & S.
Sep. 22	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Sep. 22	—	Hongkong	Tenyo Maru	Jap.	T.K.K.
Sep. 23	4.00	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Sep. 23	D.L.	S'tow, H'kong, C'ton	Wosang	Br.	J.M. & Co.
Sep. 23	D.L.	H'kong & Canton	Suiyang	Br.	B. & S.
Sep. 25	D.L.	Amoy, H'kong, C'ton	Sinkiang	Br.	B. & S.
Sep. 27	—	F'chow, K'lung, Takao	Keelung M.	Jap.	O.S.K.
Sep. 27	D.L.	S'tow, H'kong, C'ton	Yingchow	Br.	B. & S.
———	—	Manila & Hongkong	West Vaca	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

Sep. 21	—	Chinwangtao	Kaiping	Br.	K.M.A.
Sep. 22	11.00*	Dairen	Sakaki Maru	Jap.	S.M.R.
Sep. 23	3.00	W'wei, C'foo, T'tsin	Chekiang	Br.	B. & S.
Sep. 23	noon	W'wei, C'foo, T'tsin	Kingsing	Br.	J. M. & Co.
Sep. 23	—	Tientsin	Hsinchang	Chi.	C.M.S.N. Co.
Sep. 25	10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Sep. 25		Tientsin & Dairen	Kohoku Maru	Jap.	O. S. K.
Sep. 25	noon	Tsingtau & Dairen	Kobe Maru	Jap.	S. M. R.
Sep. 26	3.00	Vladivostok	Simbirsk	Rus.	R. V. F.
Sep. 27	D.L.	Tsingtau	Tean	Br.	B. & S.
Sep. 27	10.00*	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.

FOR RIVER PORTS

Sep. 21	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Sep. 21	D.L.	Hankow, etc.	Ichang	Br.	B. & S.
Sep. 22	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep. 22	M.N.	Hankow, etc.	Winpang	Br.	J.M. & Co.
Sep. 22	M.N.	Hankow, etc.	Nganking	Br.	B. & S.
Sep. 22	M.N.	Hankow, etc.	Tachang Maru	Jap.	N.K.K.
Sep. 23	M.N.	Hankow, etc.	Klukiang	Br.	B. & S.
Sep. 23	M.N.	Hankow, etc.	Loongwo	Br.	J.M. & Co.
Sep. 23	M.N.	Hankow, etc.	Tafoo Maru	Jap.	N. K. K.
Sep. 23	D.L.	Haichow & Ehing	Chihli	Br.	B. & S.
Sep. 24	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Sep. 24	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Sep. 24	M.N.	Hankow, etc.	Nanyang Maru	Jap.	N.K.K.
Sep. 25	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Sep. 25	M.N.	Hankow, etc.	Luenho	Br.	J.M. & Co.
Sep. 26	M.N.	Hankow, etc.	Suiwo	Br.	J. M. & Co.
Sep. 26	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Sep. 27	M.N.	Hankow, etc.	Waishing	Br.	J.M. & Co.
Sep. 28	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
Sep. 28	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Vessels Loading

For Northern Ports

CHINWNAGTAO DIRECT.—The Kailan Mining Administration, will despatch the following steamer S.S. **Kaiping** on **Sept. 21.** For Freight or Passage, apply to Agent, 1 Jinkee Road. Tel. Central 1115.

TIENTSIN DIRECT.—The Str. **Hsinchang**, Captain W. R. Wallace, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Chekiang**, Captain H. A. Walker, will leave on **Tuesday, Sept. 23,** at 3 p.m. This steamer is especially adapted to carry heavy lifts and bulky cargoes of every description. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

TIENTSIN DIRECT.—The Kailan Mining Administration, will despatch the following Steamer **Kwangping,** on **Sept. 24.** For Freight or passage, apply to Agent, No. 1 Jinkee Road, Tel. Central 1115.

TIENTSIN & DAIREN.—The Steamer **Kohoku Maru,** Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo **Wharf** on **September 25,** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234 & 4235.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien,** Captain Northcombe, will leave from the French Bund on **Thursday, Sept. 25,** at 10 a.m. For Freight or Passage, apply, to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Steamer **Tean,** Captain A. J. Scott, will leave from Watung Wharf on **Saturday, September 27,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien,** Captain McIntosh, will leave from the French Bund on **Saturday, Septemebr 27,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

VLADIVOSTOK.—The Steamer **Tungus,** Captain Krachmaleff, will leave on **September 29.** For Freight or Passage apply to **S. Heimann & Co.,** 19A Canton Road (Tel. No. Central 1604).

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$585 B.
Chartered	£80 ONI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$440 B.
North China	$205
Union of Canton ...	Hk. 215 B.
Yangtsze	Tls. 270
Far Eastern Ins. Co., Ltd.	$23
Fire Insurances	
China Fire	$138
Hongkong Fire	$345 B.
Shipping	
Indo-China Def	
Indo-China Pref...	$193
"Shell"	$32
Shanghai Tug (o) ..	175/—
Shanghai Tug (f) ...	Tls. 40 B.
	Tls. 381
Mining	
Kaiping	Tls. 12½ B.
Oriental Cons	25/—
Raub	$2.10 B.
Docks	
Hongkong Dock	$182 B.
Shanghai Dock	Tls. 121 S.
New Eng. Works ..	Tls. 28½ B.
Wharves	
Shanghai Wharf ...	Tls. 110
Hongkong Wharf ...	Tls. 107 S.
Lands and Hotels	
Anglo-French Land ..	Tls. 72
China Land	48. 50
Shanghai Land	Tls. 62 B.
Weihaiwei Land	Ts. 3
Shanghai Hotels Ltd.	Tls. 18
China Realty (ord.)	Sa. 48
China Realty (pref.)	Sa. 50
Cotton Mills	
E-wo	Tls. 367½ B.
E-wo Pref	Tls. 90
Laou-kung-mow ...	Tls. 250
Oriental	Tls. 120 B.
Shanghai Cotton	Tls. 205
Kungyik	Tls. 32 B.
Yangtszepoo	Tls. 17 S.
Yangtszepoo Pref. ...	Tls. 83
Industrials	
Butler Tiles	Tls. 28
China Sugar	$178 B.
Green Island	$8.20 B.
Langkats ..... Tls.	Tls. 21½
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 120 B.
Stores	
Hall and Holtz	Tls. 12½ B.
Llewellyn	50
Lane, Crawford	Tls. 85 B.
Moutrie	$32
Watson	85¾ B.
Weeks	$11¼
Rubbers (Local)	
Alma	Tls. 7 B.
Amherst	Tls. 0.85 B.
Anglo-Java	Tls. 9¾ B.
Anglo-Dutch	Tls. 3
Ayer Tawah	Tls. 22 B.
Batu Anam 1918 ..	Tls. 87½ B.
Bukit Toh Alang	Tls. 2¼ B.
Bute	Tls. 0.70 B.
Chemor United	Tls. 0.90 B.
Chempedak	Tls. 7 B.
Cheng	Tls. 1.90
Consolidated	Tls. 2½ B.
Dominion	Tls. 7
Guia Kalumpong ...	Tls. 6¼ B.
Java Consolidated ..	Tls. 14 B.
Kamunting	Tls. 4
Kapala	Tls. 0.60
Kapayang	Tls. 15½
Karan	Tls. 8.10
Kota Bahroe	Tls. 5 B.
Kroewoek Java	Tls. 11 B.
Padang	Tls. 8.80
Pengkalan Durian ..	Tls. 4½ B.
Permata	Tls 2½
Repah	Tls. 0.75 B.
Samagaga	Tls. 0.85 B.
Seekee	Tls. 1 B.
Semambu	Tls. 1 B.
Senawang	Tls. 8½ B.
Shanghai Klebang ..	Tls. 0.55 B.
Shanghai Malay	Tls. 6½ B.
S'hai Malay pref.	Tls. 8¼ B.
Shanghai Pahang ...	Tls. 1.30 B.
Sungala	Tls. 0.50 B.
Sungei Duri	Tls. 7¼ B.
Sua Manggis	Tls. 3¾ B.
S'hai Kalantan	Tls. 0.40 B.
Shanghai Seremban ..	Tls. 0.60 B.
Taiping	Tls. 1
Tanah Merah	Tls. 0.85 S.
Tebong	Tls. 15½ B.
Ulobri	Tls. 21
Ziangbe	Tls. 4½ B.
Miscellaneous	
C. I and E. Lumber..	Tls. 350 S.
Culty Dairy	Tls. 18
S'hai Elec. and Asb...	$32
Shanghai Trams	Tls. 75
Shanghai Gas	Tls. 19 B.
Horse Bazaar	$2
Shanghai Mercury ..	25
Shanghai Telephone	Tls. 74½
S'hai Waterworks ...	Tls. 163¾

S. Sellers. Sa, Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road
Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per ——— .....Sep. 23
Per C.P.O.S, s.s. E. of Asia Oct. 4
For Europe
Per M.M. s.s. Porthos ....Sep. 29
For Japan
Per N.Y.K. s.s. T'shima M. Jap. 23
For Manila
Per P.M. s.s. Ecuador.....Sep. 22

MAILS DUE

From U.S. and Canada
Per T.K.K. s.s. Tenyo Maru Sep. 22
For India, etc.
Per P. and O. s.s. Dilwara Sep. 21
From France
Per M.M. s.s. Paul Lecar..Oct. 2

Business and Official Notices

L. MOORE & Co. LIMITED

ESTABLISHED 1874

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

MONDAY, September 22nd.—Excellent Furniture and Accessories at 506 Avenue Joffre at 10 a.m.

TUESDAY, September 23rd.—Superior Household Furniture and Effects at No. 64 Route Doumer at 10 a.m.

SATURDAY, September 27th.—Superior Household Furniture and Sundries at 11 Tifeng Road at 10 a.m.

SATURDAY, September 27th.—A Rare and Valuable Collection of Postage Stamps in lots to suit advanced collectors at Salesroom 2.30 p.m.

MONDAY, September 29th—At 462 Avenue Joffre, Superior Household Furniture, etc. at 10 a.m.

TUESDAY, September 30th.—Superior Household Furniture and Sundries at 45 Sinza Road at 10 a.m.

WEDNESDAY, October 1st.—Excellent Furniture, etc, at 3 Nanking Road at 10 a.m.

MONDAY, October 6th.—Superior Household Furniture and Accessories at 67 Route Vallon at 10 a.m.

LOST

A Shanghai-Hongkew Wharf Delivery Order No. 2884, covering 5 cases of paint, marked

AMCO

No. 3185

Delivery has been stopped and the public is warned against negotiating same.

ANDERSEN, MEYER & CO., LTD.

25463

The Great Northern Telegraph Co., Ltd. of Denmark

NOTICE

CURRENCY CHARGES ON TELEGRAMS.

Senders of telegrams are hereby notified that from the 1st of October next, until further notice, the charges for telegrams will be collected at the rate of $0.20 to equal Fr. 1.00.

J. IBSEN SORENSEN,
J. P. ISLEF,
for General Manager in China and Japan.

Shanghai, 20th September, 1919.

25457

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 346 5 Peking Road.

In the United States Court for China

In re Estate of FREDERICK EUGENE WEISS, Deceased. — *Cause No. 817* — *Estate No. 302*

NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 1, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

CHESTER B. WEISS,
Administrator,
c-o U.S. Steel Products Co.,
Union Building,
Shanghai, China.

August 31, 1919.

25136

In the United States Court for China

In re Estate of ARCHIE D. RICE, Deceased. — *Cause No. 810* — *Estate No. 300*

NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administratrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 20, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

(Mrs.) EMMA B. RICE,
Haichow,
North Kiangsu, China.

September 21, 1919.

25456

NOTICE

CENTRAL BARBERS CHARGES

To come in force Oct. 1, 1919

	Cents.
Shaving	30
Haircutting	70
Beard Trimming	50
Shampooing and Tonic	50
Hair Singeing	30
Moustache trimmed	10
Neck Shaving	10
Hair Tonic	30
Massage	80

MONTHLY SUBSCRIPTIONS

Payable in advance, including Haircutting and Shampoo once a month

Daily	$7.00
Every other day	$4.00

SHANGHAI TOILET CLUB,
CONCARI & MUTTO
Kalee Hotel, I. WATANABE
Violet Saloon, J. YAMADA

25441

Amusement Advertising will be found on Page 25

GREAT BARGAINS
in
ALL KINDS OF LEATHER TRUNKS, SUIT CASES, HAT CASES, ETC.
for
ONE WEEK ONLY
From 21st to 27th inst.

CHAO CHONG
No. K 124 Boone Road
Hongkew, Shanghai.

25439

NOTICE

Notice is hereby given that Mr. F. J. Motherhead is no longer connected with this firm. We can assume no responsibility for any debts which he may incur, or any statements he may make.

ANDERSEN, MEYER & CO., LTD.,
4-7 Yuen Ming Yuen Road.

Shanghai, 20th September, 1919.

25462

C. N. Co., Ltd.

The C. N. Co.'s s.s. "Fengtien" will leave from the French Bund Wharf on Saturday, the 27th inst., at 10 a.m.

25460

THE S.S. "TUNGUS"

Will leave Shanghai for

VLADIVOSTOCK

On the 29th September

For Freight (Godown accommodation at Vladivostok guaranteed) and Passage, apply to

S. HEIMANN & COMPANY,

19A Canton Road.

Telephone Central 1604.

25422

BARBOUR'S
LINEN THREADS
TWINES AND NETS

For Prices
Apply to your Import Merchant

BLANKETS

Just received a supply of double Grey Woollen Blankets. For particulars and prices apply to Box No. 467, THE CHINA PRESS.

25417

A PICTURE

Over 1,000 years old, Tong period (唐), value $100,000. The only one in existence. For inspection, etc., please apply to Sze Yuen Ming, 12 Bubbling Well Road.

25264

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METALS, HARDWARE & SUNDRIES
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BROADWAY-SHANGHAI PHONE: NORTH 1488

ALL MAKES OF
TYPEWRITERS
from $50 up

Underwoods, Models 4 and 5
Remingtons, ,, 7 and 10
Olivers, Models 3-5-7-9
Royals, Model 1

"National" Protable in Case only $75.00

THE OFFICE APPLIANCE CO.
Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: Mackbauck

The Prest-O-Lite Battery is a battery of the highest quality, scientifically designed to insure the utmost in power, capacity and long life, backed by *real* service.

Service Station And Distributor for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

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2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be **Prepaid**

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Board—Residence.
Apply Mrs. G. Pollock.

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COMPLETELY furnished, five-roomed, end house with large garden, at 139 Dixwell Road, from October 1st to January 1st, Taels 75 per month.

25438 S.21

TO LET, No. 11 Tifeng Road, at Jessfield Road, Seven-roomed Residence, garage, stabling and tennis. Apply J. T. Hammond, No. 51 Szechuen Road.

25176

TO LET, No. 491 Avenue Joffre. Excellent eight-roomed Residence. Tennis, garage. For permission to inspect apply J. T. Hammond, No. 51 Szechuen Road.

25177

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YOUNG lady desires to meet clean American gentleman, about twenty-five, height about five feet seven. View matrimony. Replies confidential, to Box 483, THE CHINA PRESS.

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EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers (foreigners only). If you are looking for a position, or a better position, send us your name and address. No charges in connection. If you want practice we have fitted up an office with machines for you to practice on at a small monthly charge, The Office Appliance Co., 22 Nanking Road.

25274

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OFFICES to let, four very large rooms, 6 Foochow Road, second floor. Apply to J. T. Hammond, 51 Szechuen Road.

25380

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GODOWN wanted by responsible American firm, from October 1st. Large godown, central or Hongkew district preferred. Apply to Box 472, THE CHINA PRESS.

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GODOWN WANTED: At once by large American firm, good sized godown, in central or Broadway district. Apply to Box 468, THE CHINA PRESS.

25418

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INDIAN, light-twin motor-cycle for sale. New 1919 model, fully equipped and in splendid running order. Quick sale. Best offer entertained. Owner leaving Shanghai. American Post Office Box 688.

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FOR SALE: Clarionet and Piccolo, European make, $25, or nearest offer taken both. Apply to Box 486, THE CHINA PRESS.

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WANTED, to buy carrying typewriter, Corona or other make. State price and condition to Box 489, THE CHINA PRESS.

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SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 129 Szechuen Road.

25270

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FOR SALE, one old-style Chinese military uniform, complete. Apply to Box 448, THE CHINA PRESS.

25376 S. 21

FOR SALE, one mow-and-half land on Ward Road, opposite Inshallah Dairy Farm, cheap. For particulars apply to No. 10 Haskell Road.

25373 S. 21

FOR SALE, Roamer, 6 cylinder, 4 seater, in perfect condition. Also, victoria recently done up, with horse, harness and etc. Apply A. I. D. Stewart, 3 Route Ghisi, Tel. No. 776 West.

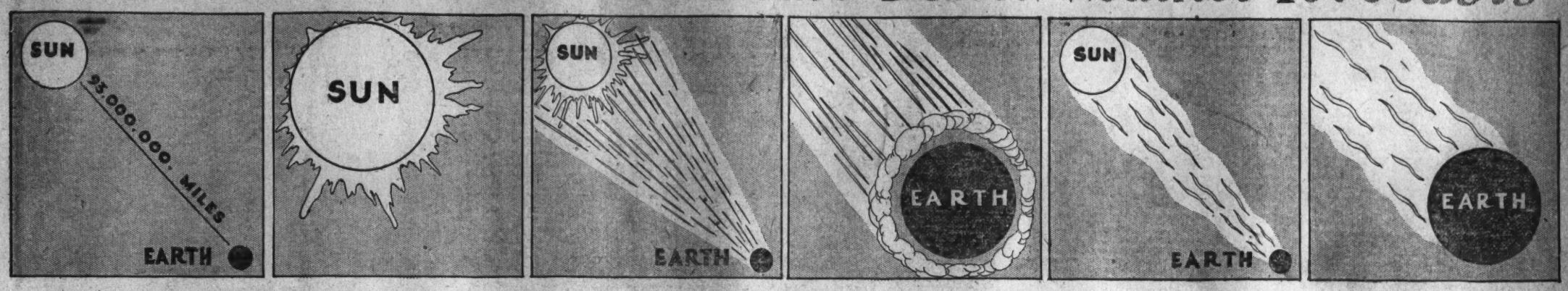
25335 S. 23

Business and Official Notices are Continued on Page 21

To conform with U. S. Postal regulations all advertisements of Wines etc. in this publication have been removed.

Magazine and Automobile Section of The China Press, Sunday, September 21, 1919

New Discoveries Which Will Insure Better Weather Forecasts



1—The sun is 92,897,400 miles from the earth. The sun revolves on its axis once in twenty-seven days. The earth revolves once in twenty-four hours. All life on the globe is dependent on the sun's radiated heat.

2—Sometimes one side of the sun is violently broken out with unusual streamers of intensely hot gases reaching hundreds of thousands of miles into space, while the other hemisphere of the sun has less sun spots and, therefore, is cooler.

3—The heat at the sun's surface averages about 6,000 degrees. When the face of the sun most violently inflamed with terrific heat is turned toward the earth we would naturally expect a heat wave.

4—But astronomers have found out that exactly the opposite happens—during the violent eruption of sun spots the earth is colder because this radiation of heat stirs up clouds which act as a sort of sunshade for the earth's surface.

5—When the cooler hemisphere of the sun revolves around so that it faces the earth we get less radiated heat from the sun and it would be supposed that we would have cooler weather on our earth.

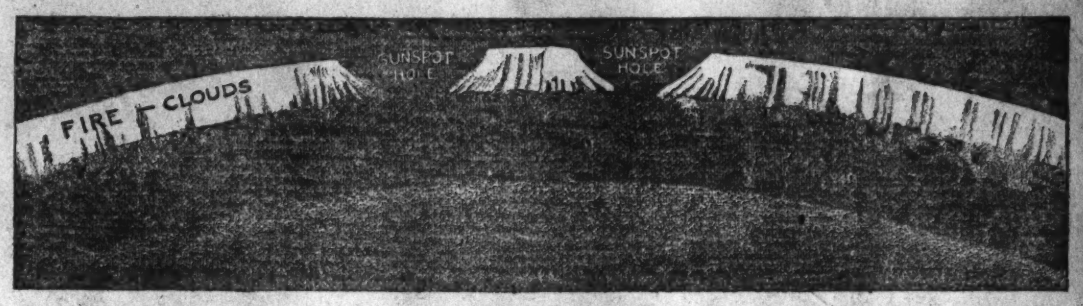
6—But, curiously enough, during the period when the superheated sun spots are turned away from the earth and we have a reduced amount of radiated heat from the sun there are less clouds in our sky and therefore we have hotter weather.

From High Mountain Tops in Widely Separated Places Astronomers Have Been Studying Sun Spots and Measuring the Variations of Heat Until Science Has Now Learned to Understand How They Affect Our Weather

SCIENCE at last believes it has discovered a way to make weather predictions which ultimately will have a much higher degree of accuracy than at present. Careful and persistent observation of the radiations of heat from the sun have been made from mountain tops above the clouds and mists and dusts of the earth in many widely separated portions of the globe. From these records astronomers now know that the sun spots have a very immediate and important influence upon our weather.

The sun revolves on its axis once in twenty-seven days. If one-half of the sun is in a state of violent eruption and intense heat, and another portion of the sun has much less sun-spot activity and is, therefore, considerably cooler, it is easy to see that while the extra hot face of the sun is turned toward us we would, naturally, have rather different weather than when the cooler hemisphere of the sun has revolved around so that it faces the earth.

In a general way it may be said that the hopes of perfecting our weather predictions to a much higher degree of accuracy rest upon the watchful eye of the astronomers in the mountain top observatories scattered about the globe. Already several such observatories have been established, but it is important to complete the chain with more stations. It would seem at first glance very easy for an astronomer to note an outburst of special sun-spot activity, and that even a high-school pupil could then write a weather prediction of "fair and warmer." But the whole matter is a very complicated one. It is a curious fact, for instance, that when the sun is radiating its maximum of intense heat we have a spell of cool weather!

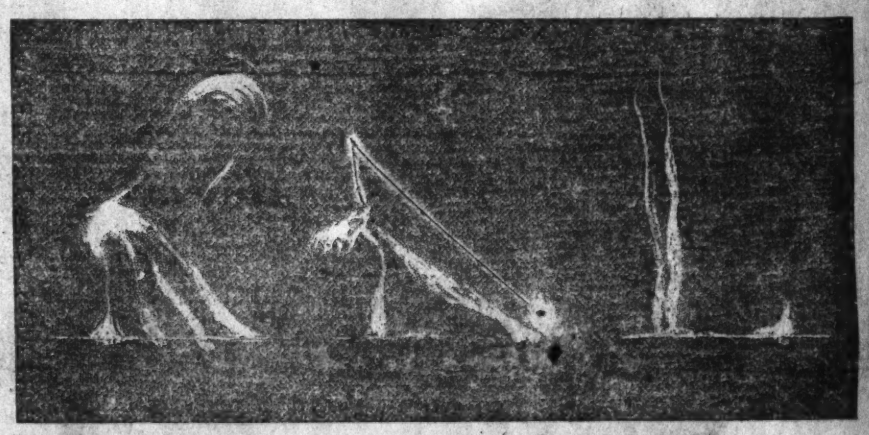


The Outer Shell of Dazzling White-Fire Clouds Upon Which Our Life Depends. This Diagram Also Shows the Darker Interior of Metallic Vapor Clouds.

By Isabel M. Lewis, (The Writer of This Article Is Connected with the Nautical Almanac Office of the United States Naval Observatory.)

TO explain with scientific accuracy the facts which scientists now are studying with a view to greater practical benefit for mankind in weather forecasts, it is necessary to understand that the sun is a variable star; that its radiations fluctuate periodically with a range of nearly 10 per cent between extremes. And thus there follows a chain of consequences of great importance to man in the form of changes of atmospheric conditions of temperature, pressure, cloudiness and, possibly also, winds and rainfall, as is indicated by the researches of the Astrophysical Observatory of the Smithsonian Institution. These observers have been inquiring into the variations in the solar constant of radiation, and have carried on their work for the past fourteen years under the directorship of Dr. C. G. Abbot, and similar investigations have also been made by Dr. H. H. Clayton, formerly of Blue Hills Observatory, Mass., and now of Argentina, into the effect of these variations in the solar intensity of radiation on weather conditions.

So firmly convinced is Dr. Clayton of the relation existing between changes in the intensity of the sun's radiation and the weather that he has persuaded the Argentine Government to receive daily telegraphic reports of the change in the value of the solar constant or radiation from the station at Calama, Chili, established by the Smithsonian Institution in 1918. The station at Calama is situated about one hundred and fifty miles northeast of Antofagasta, at an elevation of seven thousand five hundred feet, and was chosen for the reason that it is in one of the most cloudless regions of the world, where rainfall is practically unknown. Here daily measurements of the solar radiation are being obtained as far as possible. The results at this station are being confirmed by simultaneous observations at the stations of the Astrophysical Observatory on Mount Wilson, Cal., at an elevation of five thousand seven hundred feet, where determinations of the solar constant of radiation have been made almost continuously since 1905.



Incandescent Jets from the Sun's Circle Which Shoot 100,000 Miles Out Into Space.

Simultaneous observations of the solar constant of radiation were also made in the years 1911 and 1912 at Mount Wilson and at Bassour, in Algeria, at an elevation of three thousand six hundred feet. The fact that the results obtained at these three stations separated by a distance of several thousand miles were the same, when nearly simultaneous observations were made and showed from day to day the same variations of the solar constant, is proof that the variations are true solar variations and do not owe their origin to varying local conditions within our own atmosphere.

There is, according to Dr. Abbot, a two-fold variation in the solar radiation. There is, first, a variation of long period with a range of from 3 to 5 per cent during the sun-spot cycle, and, secondly, a short, irregular variation that runs its course in intervals of a few days, weeks or months, with a range that is usually between 3 and 7 per cent, and occasionally becomes as high as 10 per cent. The first variation is believed to be a direct result, and the second variation an indirect result, of the periodic increase and decrease of solar activity during the sun-spot cycle. As the sun-spot cycle itself is irregular and complex, it is to be expected that the resulting changes in terrestrial weather conditions would also be of a complex nature.

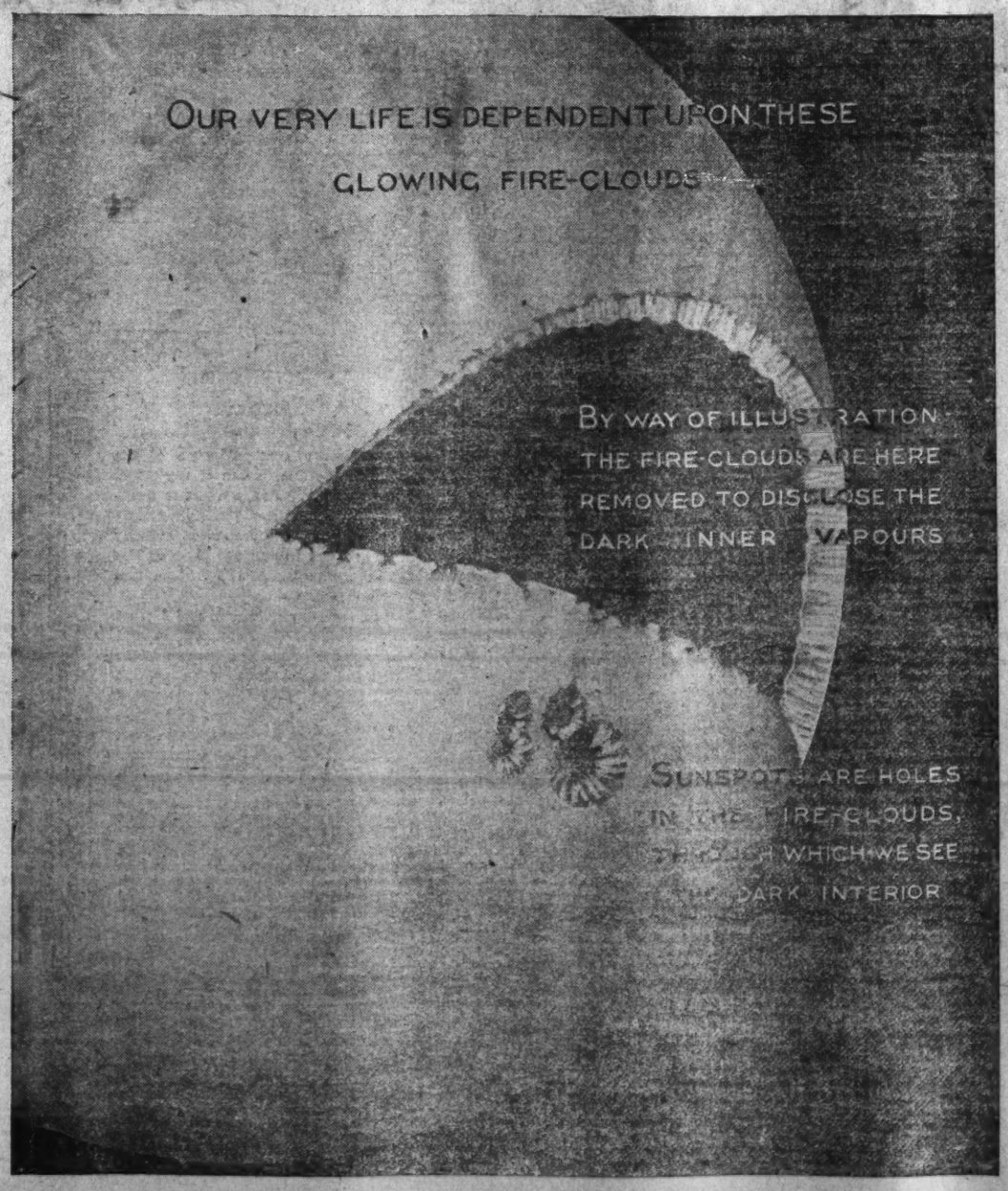
It is well known how necessarily doubtful are weather predictions, depending as they do upon many different local conditions, such as direction of prevailing winds, position relative to large bodies of water, elevation above sea-level and many other factors. The effect of all these local conditions may mask to a great extent the effect of changes in the intensity of the solar radiation, which are also irregular and complex, depending, as they do, upon many changes of an irregular and complex nature within the sun itself.

As is well known, the sun rotates on its axis in an approximate period of twenty-seven days, though equatorial regions of the sun rotate more rapidly than polar regions. The difference in the periods of rotation of sun-spots sometimes amounts to a number of days, depending upon their solar latitude. If there is, temporarily, a hot and cold hemisphere of the sun, it will show its effect in terrestrial weather changes that have a period equal to that of the sun's rotation on its axis, or twenty-seven days.

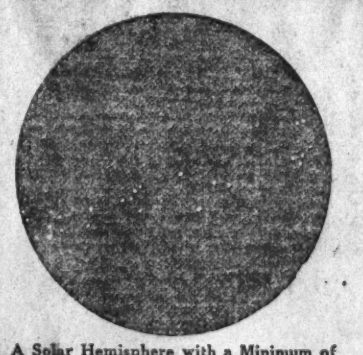
Two weeks of increased intensity of radiation will be followed by two weeks of decreased intensity of radiation, as the hot and cold hemispheres of the sun are alternately turned toward the earth.

In the year 1915 there was just such a strongly marked variation in the solar radiations, which continued for several solar rotations, but finally diminished and disappeared. To show the irregularity and complexity of the solar changes, the variations in solar radiations for 1916 were radically different from those for 1915. The twenty-seven day periods of the year before were no longer present. A strongly marked periodicity of three and one-half days appeared instead.

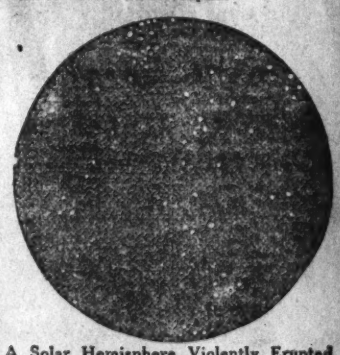
The years 1915 and 1916 were near the sun-spot maximum period. The variation in the solar radiation has no definite periodicity of short interval, then, that persists from year to year. Each year is a law unto itself, yet with well-marked predictable effects upon terrestrial weather conditions in spite of the irregular and complex nature of the changes.



The Upper Envelope of Fire Clouds Which Surround the Sun and Diagram Showing Glimpses of the Darker Interior Vapors.



A Solar Hemisphere with a Minimum of Sun Spots.



A Solar Hemisphere Violently Erupted with Sun Spots.

The connection between sun-spots and terrestrial temperature has been studied by Dr. Walker, director-general of the Indian Meteorological Department, from observations obtained at ninety-seven stations in all parts of the world. These show that with the exception of Northwestern Africa, the west and north coast of the Eurasian continent, Bermuda, New Zealand and a part of the Indian Ocean, the world in general has lower temperature at sun-spot maximums than at sun-spot minimums.

Since solar radiation is known to be more intense at sun-spot maximums, owing to the fact that new, hot material is brought from the sun's interior to its surface with great rapidity at this time, this result would appear at first thought paradoxical. It must be remembered, however, that there are secondary results of this increased intensity of radiation. The sun's atmosphere is charged at this time with denser gases. Gaseous material is thrown to great solar altitudes. The corona is brighter and, it is believed, contains more gaseous particles than usual.

It is also believed that electric ions are shot forth from the sun at this time with unusual force, and penetrate the earth's atmosphere to a greater depth, producing increased cloudiness, and thereby lowering terrestrial temperature. The increased density of the gases in the solar atmosphere and corona at sun-spot maximum also tends to lower the intensity of solar radiation. Therefore the direct and indirect effects of the increased solar activity tend to counteract each other, and as the indirect effect predominates the paradoxical fall in terrestrial temperatures with increased radiation at sun-spot maximum results.

Complex as all these changes appear they are predictable to a great extent, as Dr. Clayton has shown by his detailed investigations for about fifty stations in all parts of the world. It has been found that the temperature effects of the irregular fluctuations of solar radiation arrange themselves in well-defined zones. For example, in the tropical zone, broadening over land and narrowing over the ocean, an increase of the solar radiation is followed after predictable number of days (two, three or four, as the case may be) by an increase of local temperature. This relation also exists in the Arctic and Antarctic zones and down the east coast of North America. In the great temperate zones, on the other hand, an increase in solar radiation is followed by a decrease in temperature.

Dr. Clayton has also investigated to a certain extent the relation between changes in solar radiation and atmospheric pressure, and finds an indication of the same arrangement into zones, with the difference that increase of temperature after increase of solar radiation is attended by decrease of pressure and vice versa. It is suspected that since marked temperature changes follow changes in the solar radiation, further investigation would be apt to reveal important effects of changes in solar radiation upon winds, cloudiness and precipitation.

It is the desire of Dr. C. G. Abbot, of the Smithsonian Institution, to establish three or four additional stations in different portions of the globe for the purpose of obtaining simultaneous observations of the solar constant of radiation. The great enemy of solar radiation work is the presence of clouds or haziness, and it is necessary to establish these stations in the most cloudless regions of the world. It is expected that results of great importance would be obtained from the detailed investigation of the fluctuations of solar radiation, and the resulting effects upon the earth's atmosphere and weather conditions, and it is to be hoped that the half-million dollars needed for the establishment and maintenance of these additional stations for solar radiation determinations will be granted to the Smithsonian Institution in the near future.

Solar radiation research is of the highest importance, not only for the results made available for the accurate prediction of the weather changes following changes in the solar radiation, but for the valuable information obtainable from the records of the spectrobolometer, used in these observations, of the transparency of the air for light of all colors and of invisible rays, needed by all interested in the study of the growth of plants and in the propagation of signals by means of lights on land and sea.

Classic Evening Gowns

by Lady Duff Gordon

An Artistic Merging of Black and White, in Which the Greek Lines Are Modified by the Panniers.

An Unusual Model in Which Modernity Is Blended with the Classic.

A Gown of True Grecian Inspiration.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

A DISPOSITION to veer from the magnificence of the Oriental evening gown to the classic line of the Greek robes is manifest this Summer. Every effect is traceable to a cause. The universal desire for comfort is probably the cause for the resurgence of the Greek lines in evening attire. Comfort presupposes coolness in Summer gowns. The maids who danced in floating robes beside the Aegean Sea were without doubt comfortably cool.

The three gowns displayed for your guidance, and I trust for your admiration, on this page have the straight lines and the unrestricted grace of the robes of ancient Greece. The large left-hand figure shows the possibilities of an artistic merging of black and silver. The straightness of the accepted Greek lines is modified by outstanding panniers. But that distinctive quality of the Greek costume is evident in the long, straight line of the narrow, sash-like sleeves that extend from the shoulder.

The second figure is one of my handsomest models for the season. Over the long, clinging slip of striped silk is worn an elaborate, short tunic, heavily embroidered with iridescent metallic bands, and is banded by a border of satin.

The foregoing figures present a modification of the Greek models. But the third, the small, lower middle figure, presents the true Greek lines, accentuated by the side drapery from the shoulders. The narrow girdle worn about the high belt line and hips and with long ends falling at one side is of satin embroidered with pearls.

Keeping Up With The Styles

The world is full of old-fashioned folks. Some of them are so old-fashioned that they rush out of the house to see an airplane pass overhead. These are the ones who do not accommodate themselves readily to new styles.

It was Beau Brummel who said he would rather be dead than out of style, and shortly after he said it he was both, thereby getting his wish with compound interest. The Beau belonged to the select school of individuals who are so blase that they wouldn't read an extra giving an account of the end of the world.

However, most of us are slowpokes and go blimping along while the select few are airplaning. There is a feeling in the back of the average head that it is better to be safe than sorry. As an illustration of this fact, it must be noted that very few American gentlemen are adopting the new Paris style of going barelegged, or, in other words, sockless. Unfortunately, statistics as regards the ladies are not obtainable. Since they have been wearing the shoe-top skirts they are much more of a mystery than formerly. A bow-legged girl has more of a chance in the town in which she was born than she had a year or two ago.

Keeping up with the styles is one of the best ways to teach a bank account how to take a joke. Nothing becomes discouraged quicker than a bank account. It is the original sensitive plant and will turn its face away from the sun and wither and die upon the slightest provocation. A bank account is the Jess Willard of the financial world. A few pokes and it throws up the sponge.

A single man may wear celluloid collars and neckties that he buys at the ten-cent store, the kind that hooks on with a little rubber loop, and he may think that he has got Harry Lehr lashed to the mast. He can keep this up for years and imagine himself the Bob Hilliard of the old home town. Then he meets a milliner's assistant who gets her styles direct from Paris, Ill., and as soon as they are married his education begins. He learns for the first time what wages are for.

As soon as he begins wearing linen collars and has two neckties and a soup-and-fish, he begins to look upon his bank account as a broken reed. It doesn't seem to pack any more of a wallop than a Siberian weakfish in a battle with a man-eating shark. Like the fellow who found that they could make whisky faster than he could drink it, this party learns that they can promulgate new styles faster than he can buy them.

While he and his wife are fast asleep at night there are several million people sitting up fashioning new styles. The wife discovers them before breakfast in the morning and goes downtown with her husband to give them the once-over. Husband sees them when he gets home from the factory at night.

Styles are the sure cure for round shoulders acquired by carrying the old bankroll around in the trousers' pocket.

Nothing can change style more rapidly than women's hats. When a woman buys a hat down town she has to beat it for home in a high-powered automobile, defying all the speed regulations, in order to get it home before the style changes. By the time she gets to the meeting of the ladies' club in the afternoon there are two or three later styles present, their owners having come directly from the milliner's to the club meeting.

There is little hope this year as regards hats. A style journal is authority for the statement that women's hats this year "will be large and small and all sizes in between." This does not mean that a lady can be in style with any one of these, but rather that she must have all of them.

The gentlemen themselves have their troubles. There was a time when Palm Beach suits were considered rather nifty. They were worn everywhere except at Palm Beach. They were a delightfully cool confection for Summer wear and were in most cases so thin that a gentleman passing between you and the sun revealed the knobs of his knees as well as the brass buckle of his garter. The cooling breezes, if any, had free access to the shins, but now, when a man wears one of the yellow Palm Beaches to the foundry or the feed mill, he looks almost as strange as though he were wearing an Abraham Lincoln plug hat.

A man no sooner gets all dressed up and finds some place to go than he is hopelessly out of style. When he gets to the party in tan shoes he finds everybody else wearing green shoes with lavender tops.

It's tough game, as Charles I. said when they decided he was out of style and trimmed off his knob.

Veils For Motoring

By Rita Stuyvesant

August is one of the most delightful motor months of the year and what smart togs are worn nowadays in the cars on the popular roads! The tourist, the girl in the low racer and even the "lady in the limousine," all have appropriate and serviceable attire. But perhaps the most striking note in the costume this season is given by the new motor veils, which are indeed dashing yet expressing that subtle feminine charm associated with a "veiled lady."

The possibilities of the motor veil for adding a fresh charm to one's attire are unlimited and there is a style and color to grace the face of every lady fair. The large square veil that completely covers one's hat may be confined close up about the face or may float gracefully in the Summer breezes.

For the woman whose coloring will permit, there is a stunning veil of jade green chiffon splendid for outdoor wear. A veil of this color would lend a distinctive touch to a dust color or taupe motor coat.

Shetland veils of midnight blue are finding favor among feminism this season. A yard long and a half yard wide are the proportions, with a four-inch border of fine woven silk resembling light-weight silk tricolette. This type veil is most popular on the smartly tailored sailor hats.

The style of the small, close fitting hat will be completed by a motor veil of filet mesh, spotted with chenille dots and a faille silk ribbon border. The veil is worn close over the hat and face to confine wind-blown locks. The ribbon border is elongated into streamers, which are drawn up to the top of the hat in back and tied in a chic little bow. There is, indeed, a piquant charm in this type veil not to be ignored by the smart motor girl.

Solid heliotrope is chosen for another lovely motor veil of chiffon. Two tones are combined, the center of the veil being a lighter tone of the heliotrope with a very wide border of a deep rich shade hemstitched to place. This veil is large enough to drape itself over the hat and shoulders and is unusually effective.

Taupe gray is flattering to most complexions and is allying itself this season with navy blue tailored hats. Mesh veils with chiffon borders make a pleasing combination. For long trips there is nothing quite so serviceable as a taupe veil, navy blue top coat and small hat.

"Cap-veils" have grown out of the vogue for rubber edged hair nets and are extremely comfortable. Sometimes these veils show a design to be worn on the cheek or chin, but often they are just plain mesh. Many girls wear the capveil under the hat.

Although the motor veils this season range in price from $3 to $5, they are a valuable asset as the crowning touch to the motor costume.

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer cuticle, leaving the fresh young complexion underneath and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

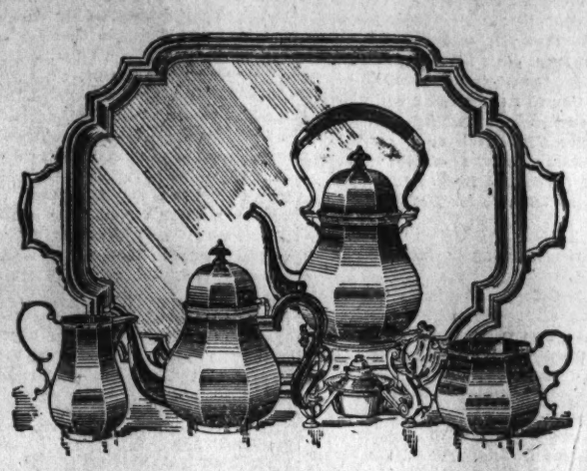
Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some stallax at the chemists, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some colliandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artifical color has it deepens slightly in a warm atmosphere, and thus appears absolutely natural.



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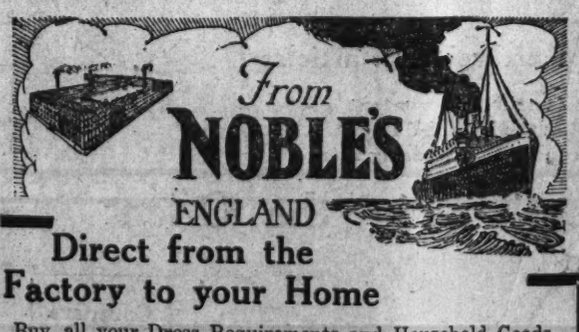

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Bishop Leaves The Church Because Of Radicalism

A theological sensation which poises anew the conflict that runs deep in more than one sect of the Christian Church has been opened by the remarkable letter of resignation submitted to the Protestant Episcopal Church of the United States by Bishop Frederick J. Kinsman of Delaware. Bishop Kinsman in a powerful letter gives his reasons for severing his connection with the Church. He cannot in good conscience, he says, give even tacit approval to the Church's compromise with "higher criticism" and its concessions to modern "intellectualism." There are hints in the United States that Bishop Kinsman is to go over to the Roman Catholic Church, thus opening in the United States the issue that Cardinal Newman made the dominant theological issue in England in the nineteenth century. Bishop Kinsman's letter to the House of Bishops is as follows:

To the Right Rev. Daniel Sylvester Tuttle, D.D., D.C., L., LLD., Presiding Bishop of the Protestant Spiscopal Church.

My Dear Presiding Bishop:

I hereby present through you to the House of Bishops the resignation of my jurisdiction as Bishop of the Diocese of Delaware.

I take this step with utmost regret, both as relinquishing a post assigned me by the Church to which I owe the greatest blessings of my life, and as severing my connection with the State of Delaware and its warm-hearted people, for whom, during eleven years, I have come to have an ever-deepening affection. The only post I could wish for myself is that of Bishop of Delaware. I resign it because I can no longer hold any post of authority in the Protestant Episcopal Church. Fuller experience which has come to me as Bishop and more thorough study of the history of our communion have forced me to abandon the interpretation of the Church's position which I held at the time of my consecration; and I can adopt no other which would warrant my continuance in office.

The view of the Church's position which I have held, certainly the prevailing view in the House of Bishops, is simply that the Episcopal Church, strong in its "appeal to antiquity," stands firmly for the doctrine of the Incarnation as contained in the Scriptures and the creeds, and, by emphasis on its sacramental character perpetuates the life of the Catholic Church. But I have ceased to believe—and here I part company with the bishops and contradict my convictions and teaching in past years—that the actual facts bear out this contention.

In spite of the greatest unwillingness, I have come to feel that the interpretation of the Anglican position which connects it chiefly with the Protestant Reformation is the one more consistent with its history viewed as a whole; and that its dominant tendencies are increasingly identified with those currents of thought and development which are making away from the definiteness of the ancient faith toward Unitarian vagueness. This would seem to me to be due not merely to local or temporary conditions, but to certain informing principles always more or less apparent in Anglican history. To preserve balance and proportion of the truth, the Episcopal Churches have aimed at comprehension by compromise. I have come to believe that this habit of compromise involves increasing surrenders of truth in spite of religious revivals aiming at stronger insistence on the ancient faith.

The chief causes of difficulty for me have been three:

(1) Tolerance of denials of faith seeming to indicate failure to defend the Church's doctrine.

(2) Tolerance of imperfect views of sacraments, seeming to result in failure rightly to use them.

(3) A theory of orders which seems to nullify them.

1—Creeds. It is unquestionable that the Anglican communion is officially committed to the doctrines of the Scriptures and the creeds. Authoritative declarations have always asserted this, and would do so now. But custom seems to nullify this theoretical position. *Consuetudo est optima legis interpress.* Attacks on creeds in general and on specific doctrines are common; they are tolerated, sometimes encouraged, by those in authority; they are made by those officially appointed to teach creeds and defend them.

For example, the Episcopal Church accepts without question the doctrine of the virgin birth of Our Lord as recorded in St. Luke's Gospel. The clergy, bound by oath "with all faithful diligence to banish and drive away from the Church all erroneous and strange doctrine," are theoretically bound to combat denials of the virgin birth in as resolute and businesslike way as the Bishop of Ohio did thirty years ago. But is this now possible? Denials of this doctrine have become common—e. g., among eminent divines in the English universities and in the larger American dioceses. Even in some cases formally brought to the attention of bishops there has been no public condemnation.

2—Sacraments. The Episcopal Church permits and encourages a variety of views about sacraments. Its standard, however, is determined by the minimum rather than the maximum view tolerated, since its official position must be gauged not by the most it allows, but by the least it insists on. Its general influence has fluid qualities always seeking the lowest possible level. The stream of its life cannot rise higher than its source in corporate authority. Individual belief and practice may surmount this, but they will ultimately count for nothing so long as they find no expression in official action; nor can the Church be judged by the standard of individual members acting in independence of it.

3—Orders. The immediate occasion of my resignation has been a change of view concerning Anglican ordinations. I received and have conferred orders in the Episcopal Church, believing holy orders to be a sacrament of divine appointment, necessary for valid ministrations. In this I simply shared the conviction of many English and American divines, certainly of most of the bishops with whom I have had closest contact. Hesitation about the use of the word "sacrament" as applied to the orders, as not one of those "generally necessary," cannot obscure the sacramental character of the formula, "Receive the Holy Ghost for the office of a priest (or bishop) in the Church of God." In the best of company I have taken this as representing the true teaching of the Anglican communion about orders, though it involved explaining away dubiousness elsewhere in formularies and in practice.

During the last three years, however, I have been reinvestigating the question of orders, being largely influenced to do so by arguments that Anglican orders "have no special theory attached." This contention, though lacking support from many whose judgment is of special weight, has that of many great names, of the preponderance of lay opinion and of important precedents. In comparing the arguments for *esse* and *bene esse* (the theory that the Church in ordination confers a sacrament, through many clergy do not know it, as contrasted with the other that the Church confers no sacrament, (though some of the clergy think so) I have been forced to admit that the defenders of the latter seem to make out the stronger case, and that this must be taken as the more probable opinion of holy orders in the Anglican communion. I have yielded to the argument for this, but I give up the orders.

Consideration of this matter had created such grave doubts in my mind last December that I had to refuse requests from the bishops of New York and Pennsylvania to hold ordinations for them during Advent, at which time also I finally decided to resign my diocese. Only during the last month, however, have I been able to see what must be the further consequences for myself.

To my mind orders to which "no special theory is attached" are orders to which no special importance is attached. Orders of this description do have the theory attached that no special theory is necessary, which excludes the sacramental view. To the orders of the Catholic Church the theory is always attached, or, rather, in them the principle is inherent, that orders is a sacrament, prepetuating the apostolate instituted by Our Lord. If the "no special theory" be the more correct Anglican orders are proved dubious, if not invalid, through defect of intention. If so, I for one cannot perpetuate them, nor can I hold them.

"Is the creed worth defending?" "Are the sacraments divine mysteries?" "Is Holy Orders a sacrament?" I believe the only answer the Church should make to all of these questions to be a prompt and emphatic "Yes"; yet I have come to feel that our communion by its non-committal attitude virtually answers "No." Hence, I have no choice but to resign my place and to declare my withdrawal from the ministry; the bishops have no choice but to accept the resignation and proceed to my deposition, since resignation for these reasons involves renunciation at least of the discipline and orders of the Protestant Episcopal Church.

I ought not to regret doing what under the circumstance is necessary and right. I do sincerely regret that the action will cause pain to many and sever ties and associations which I supremely value. Though forced to give up the ministry of the Episcopal Church, I have not ceased to appreciate the depth and reality of its religious experience, or to believe that through it our Lord gives His grace to all who approach Him in good faith; nor have I ceased to recognise that it is a training school for saints and is making valuable contributions to American Christianity. My personal feelings for it can only be those of gratitude. To it alone I owe the convictions which have led to my present action.

With great respect and affection, sincerely yours,

FREDERICK JOSEPH KINSMAN,
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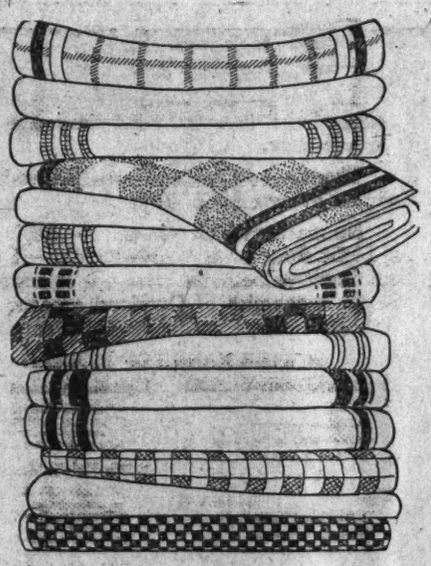

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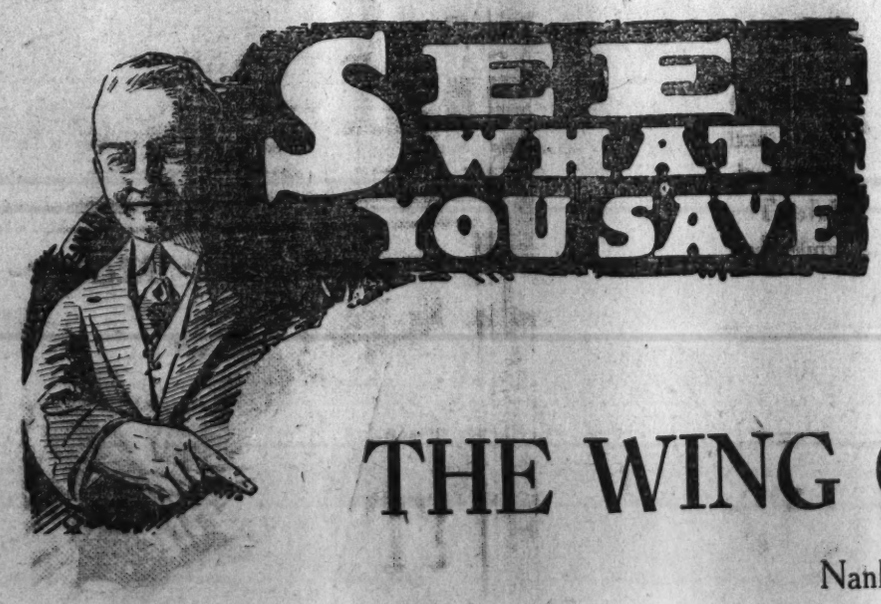

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'SHIP BY TRUCK' IDEA IS OUTGROWTH OF WAR

Haulage Problems In U. S. Are Solved By Increase Of Motor Lorries

"The great tap root of America's transportation system." Thus Harvey S. Firestone characterises motor truck express, the new way in transportation, and the objective of the famous "ship by truck" movement which has been heralded from coast to coast as the most notable forward step taken in many years in the interest of developing our country's prosperity.

"The great war taught us a lesson in transportation that will not soon be forgotten. The railway situation was so desperate that freight embargoes were necessary. The congestion in freight yards and terminals was appalling," says Mr. Firestone. "It was next to impossible for shipments to get through. Even war plants holding priorities were handicapped greatly. As for the ordinary lines of business, they were crippled almost to the point of extinction.

"The motor truck to the rescue: Dozens of haulage companies were organised almost overnight, and shipments by motor truck over distances hitherto considered impossible soon became a regular occurrence.

"Up to that time the motor truck had been regarded as essentially a medium of short hauls in cities. But now, under the strain of necessity, it leaped full fledged into the limelight of public attention as a new and effective method of freight transportation. The railway situation was materially relieved. Finally the armistice was signed and the transportation situation cleared up gradually.

"Before the war the possibility of the motor truck competing with the railroads had never occurred to truck owners, but when they found that they could operate truck lines successfully between cities at considerable distances, carrying both freight and express and at a profit, they began to see a great light.

"The railroads also got a new angle on the situation. They knew that their revenue from short hauls was all out of proportion to that derived from long hauls. As a matter of fact, they had been operating at a loss on the short hauls. So as time passed they welcomed the truck companies more and more cordially as feeders for their lines.

"The motor truck companies are that and more. They are tapping sources of supply which were before inaccessible, bringing in new and better products to market more quickly and more economically."

The "ship by truck" movement fathered by Mr. Firestone, was the first active effort in the interests of motor truck express. Its influence in behalf of the new way of transportation has been incalculable.

The recent 6,700 mile trip of the Firestone "ship by truck" fleet through the South and East opened the eyes of the entire country to the possibilities of motor truck express. It was by far the most convincing demonstration of long distance hauling by truck that had ever been staged.

ALLOT ROAD MATERIAL

States Will Get Many Tractors For Highway Work

At the request of the Department of Agriculture, the War Department has ordered to be returned from France as soon as possible a large quantity of engineering equipment to be distributed by the Department of Agriculture, through the Bureau of Public Roads, to the States for use in the construction and maintenance of Federal aid highways. The equipment will be distributed without charge.

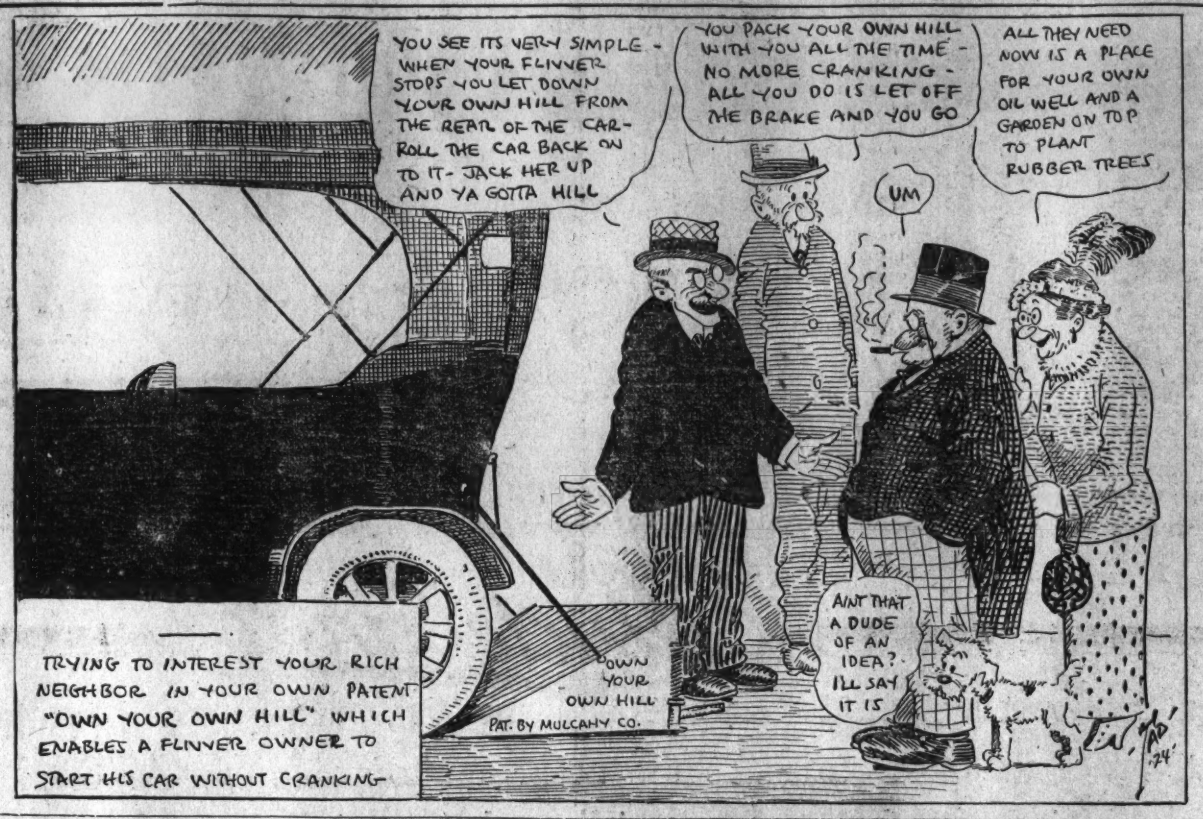
The material includes about 1,500 caterpillar tractors, about 400 road rollers, steam and gas driven, and a large number of concrete mixers, road graders, elevating graders, rock crushers, industrial locomotives, dump cars, steam shovels, hoisting engines, and electric motors.

The equipment will be apportioned on the basis of the allotments in the same way that 20,000 army motor trucks are now being distributed.

FUNCTION GREASE CUP

Grease cups serve an extremely useful purpose in bearings that are exposed to dirt, because the grease is continually working out of the ends of the bearings, which tends to prevent the entrance of dirt. Care must be used to screw the cups down until the grease begins to show at the ends of the bearing. Also the utmost care should be taken to keep the supply of cup grease clean; keep the pail or other receptacle in which it is kept covered. Grease cups should be wiped off before they are unscrewed so that dirt will not be carried up inside.

OUTDOOR SPORT By Tad


YOU SEE ITS VERY SIMPLE - WHEN YOUR FLIVVER STOPS YOU LET DOWN YOUR OWN HILL FROM THE REAR OF THE CAR- ROLL THE CAR BACK ON TO IT- JACK HER UP AND YA GOTTA HILL
YOU PACK YOUR OWN HILL WITH YOU ALL THE TIME - NO MORE CRANKING - ALL YOU DO IS LET OFF ME BRAKE AND YOU GO
ALL THEY NEED NOW IS A PLACE FOR YOUR OWN OIL WELL AND A GARDEN ON TOP TO PLANT RUBBER TREES
UM
AINT THAT A DUDE OF AN IDEA? ILL SAY IT IS
OWN YOUR OWN HILL
PAT. BY MULCAHY CO.
TRYING TO INTEREST YOUR RICH NEIGHBOR IN YOUR OWN PATENT "OWN YOUR OWN HILL" WHICH ENABLES A FLIVVER OWNER TO START HIS CAR WITHOUT CRANKING

Hitting On All Twelve

By C. E. T. Scharps

There will soon be ready for distribution a pamphlet being prepared by the Secretary of State's office, containing not only the state highway laws and the state traffic laws, but the traffic ordinances and rules of the road of New York City as well.

One of the questions to be asked of applicants for driving licenes under the new law is: "Have you read the state highway laws, and are you familiar with the traffic ordinances and police regulations of the City of New York?" The pamphlet is being prepared so as to make it easy for an applicant to familiarise himself in advance with the laws, and so that he may be able to answer "Yes" to the question.

Motor vehicle inspectors will have to be increased greatly in numbers when the new licensing law affecting all operators in greater New York goes into effect. At present there are unquestionably very many persons driving cars in New York City who have failed to provide themselves with licenses. Only when such an operator gets arrested is his failure to have a license detected.

With the responsibility on the Secretary of State to see that all Motorists in New York City prove fitness before they are permitted to operate cars, extra efforts are going to be made to detect those who would evade the law. The Traffic Court magistrates who were most active in having the Knight-Wheelock bill framed will unquestionably be doubly severe with any motorist who attempts to evade the provisions of that bill, now that it is a law.

The duties of inspectors may go further than merely looking out for violators of the licensed operator law. They may be instructed to act, as do the policemen in London, to determine the running condition of cars, especially as to the brakes. There are some automobilists who take chances with their brakes, to the great danger of themselves and other. An inspector who stops a car and finds, upon test, that the brakes are out order may not be able to go as far as the London police do. That is to say, he won't probably be able to order the car to a garage, there to remain until brakes have been adjusted and a seal indicating defective brakes removed. But he can bring charges of a violation of the highway law, in that the car has not "adequate brakes," and this is a type of violation with which the magistrates would be justified in dealing severely.

If Magistrates House is quoted correctly he is observing a standard in judging automobile cases for which he can get only the highest praise from motorists. He is interpreting the law in terms of safety to the pedestrian or the other motorist. That is to say if a minor infraction of the law is committed at a place where public safety is in no way affected, because no pedestrians or cars are near by, his tendency is to let the motorist go. the plan of the traffic law and ordinances being to insure public safety, this looks a very sane method of handling the cases.

It also puts a check on the activities of the "Ford cops," as they are calling the "five-a-day" boys. It was Henry who first made "five-a-day" popular, if you remember his profit-sharing plan.

Fashions in body styles follow a trend, just as styles for women do. The result is that no sooner does one maker come out wih a pleasing line or an angle than others follow suit. It is getting so that none but the most knowing can distinguish one from another many of the cars on the street.

ROAD RULES FOR WOMEN

Detroit Motorist Calls The Gossipy One A Menace To Traffic

A Detroit woman, Mrs. Joseph Metzger, who recently proved to the police authorities that she could operate a motor car in congested streets as readily as a man, has submitted some rules to the Police Commissioner of that city for the benefit of women drivers. They are all based on common-sense principles. Here are two which are especially apt:

"Do not expect other car drivers to give you the right of way out of courtesy because you are a woman. Every car driver is on an equal plane in the streets.

"Don't talk to other persons riding with you while you are driving. Many a woman has figured in a motor smash-up because she did not keep her mind on her driving. The gossipy woman driver is a menace to traffic."

REASON FOR KNOCKS

Ability to tell one knock from another forms an important part in the education of the motorist. They may be classified under the four general heads following: Spark too far advanced, overheating, carbon in cylinder head and loose or worn parts.

CARBURETER AIR VENT

An air vent is put in the bowl of a carbureter to equalise the pressure between the gasoline in the bowl and the atmosphere, to obviate the formation of a vacuum in the bowl. It is vitally important to keep this hole open and not allow it to become clogged with foreign matter of any sort.

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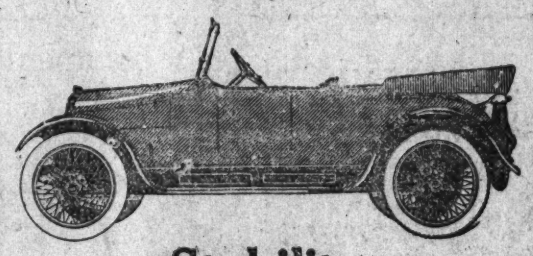

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LIBERAL CONDITIONS AND MODERATE RATES

How To Avoid Accidents

If you will pick up any daily paper these days, and look over the list of street accidents you will find that nearly all of them involve an automobile, comments Barney Oldfield. Only the other day a family of five were smashed up badly and two were killed all because the driver didn't adhere to the one rule of driving—always travel in the direction of the object you are likely to hit. That may sound foolish, but it may mean the difference between a good smash and no accident at all. If you are approaching railroad crossing or trolley crossing, or a street intersection where many other vehicles pass, think of this rule and at the same time slow to a speed that will permit of effective stopping in a car's length.

Some drivers, when a smash is inevitable, either steer straight for the object or try to get behind it. If the train or trolley is running north, let us say, and you are approaching it at right angles and it looks like a hit, steer with the train. There are two reasons for this. One is that it allows you more time to brake and the other is that the force of any impact is reduced.

I know some drivers who have been operating cars for years and still show signs of not knowing the first principles of good driving. It is both dangerous and expensive to drive poorly. The steering wheel should be held in such a way that the hands are nearly opposite, so a good "bite" can be had for either a left or right hand turn. As much of a turn as possible should be made with one sweep while the hands are on the wheel, instead of a lot of jerkey movement with the hands removed each time.

Never Mind Your Clutch

The average driver thinks that it is necessary to keep his foot on the clutch pedal while he is driving. If anything he should keep his foot on the brake pedal instead, for in an emergency it is better to push the brake down hard and forget the clutch than it is to throw out the clutch. Just try throwing out the clutch and see how the car picks up a little. That's just what it does when you think it is going to slow down. The only time the clutch should be disengaged is when the engine is nearly stalled.

Safety first, is of course, in the mind of everyone, but very often it is interpreted in the wrong way. The trouble with the average driver is that he isn't quick enough with his eye. In the last New York race in which Carl Limberg drove, his car after tossing him and his mechanic off the track, started to roll down the steep bank and Pickencher was coming along at 105 miles an hour. He didn't hit that car though he was only 50 yards behind when it started to roll down. He steered down with it and quickly figured that he could travel faster than a rolling car without a driver because he had 105 miles an hour in his. He didn't even apply the brakes, just steered out of the way. A novice would have tried to stop with the result that the two cars would have met about the middle of the track and there would have been another accident. You see, then, that it often is advisable to accelerate and not to brake.

In grade driving many motorists get "rattled" when the brakes fail to work and the motor stalls. I know one driver who went clear down a hill backwards zig-zagging until he hit a big rock on the side of the road. He shouldn't have gone down half that far and have developed so much speed. Some drivers think first of the car and passengers. If the engine stalls on a hill, naturally, the car must be going slow.

The thing to do is to prevent any further appreciable increase in speed going down by steering so that the car is across the road or nearly so. It is safer to drop into a ditch than to roll down a hill without control. Rarely is the grade steeply banked on both sides. When starting up on a grade let the clutch in and the hand brake off simultaneously, making the shift into first while the clutch is held out and the brake applied.

Always remember that it is cheaper to destroy property than a life, therefore, steer away from a pedestrian and if necesary into a lamppost or a wall—anything that will stop a car out of control.

BELFAST PLANT FOR FORD

Former Naval Aircraft Factory For Fordson Tractor

According to The Field of London the big military and naval aerodrome and aircraft factory built on the outskirts of Belfast has been or is being acquired for the production of the Fordson agricultural tractor by Henry Ford and his son, who appear, it is added, to have cut away from the Ford car concern.

"So far as we can gather," says the correspondent, "the Belfast affair is planned on a grand scale, and as Sir Percival Perry has resigned from the Ford service to handle the Fordson project, we may anticipate some rapid developments. He informs us that the Fordson Company will be 100 percent British, which we take to mean that there will be no American interests in its management or capital."

Duties On Tires To France Increased

Commercial Attache C. D. Snow cabled from Paris on July 21 to the Department of Commerce, at Washington, that under the new decree of July 8 repealing the ad valorem surtaxes and establishing co-efficients for increasing the specific duties, the co-efficient for automobile tires has been fixed at 1.3. This is equivalent to an increase of 30 percent in the former rates of duty, and the present duties on imports from the United States are, therefore, 195 francs per 100 kilos, or $17.07 per 100 pounds, for pneumatic tires; and 130 francs per 100 kilos, or $11.38 per 100 pounds, for solid tires.

CLEANING UPHOLSTERY

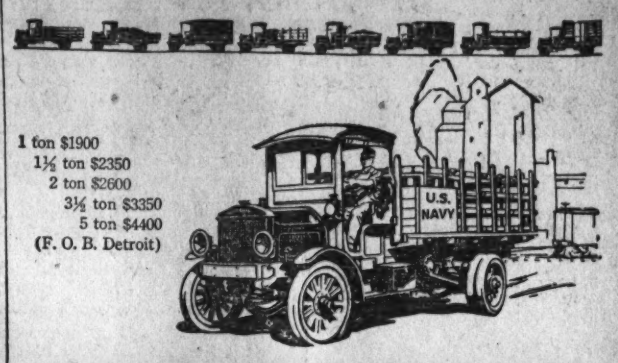
Every real motor bug has his own recipe for upholstery dressing, just as every gourmet has his own salad dressing. Even so here are a couple of formulae worth remembering: For leather, raw linseed oil and turpentine mixed proportions of two of the former to one of the latter. For cleaning cloth upholstery use clear water and a mixture of three-quarters of an ounce of common salt and two ounces of wood alcohol or grain alcohol, simply rubbing the cloth with a sponge dampened in the above mixture.

TO STOP GEAR CLASHING

On the car which has been operated for some months the operator frequently finds that gear changing cannot be accomplished without noise. The gears do not mesh easily, which is not only annoying, but interferes with the operation of the car. Harsh gear changing is generally caused by a spinning clutch—that is, one that rotates after it has been disengaged. Sometimes, however, the trouble is a misalignment of the shafts of the gearset, due to distortion of poor bearings. When a cone clutch spins it is usually possible to remedy the trouble by adjustment. Roughness of the leather may be the cause, and in this case a coating of neatsfoot oil or a dressing of fullers earth will cure the condition. In a disc clutch thinning the oil sometimes helps the spinning. When a dry disc clutch splits it is generally caused by gummed discs.

STICKING SCREWS

In dealing with a small screw that refuses to yield to the blandishments of a screwdriver, try holding a hot soldering iron against the head. This will often do the trick by loosening the rust between the metal surfaces. Heating a screw head as mentioned and then soaking it with kerosene will bring out practically any screw, no matter how tightly it may have been wedged in its place.



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3½ ton $3350
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FEDERAL

It Works Wonders on the Car, Too

Not only is Johnson's Prepared Wax a boon to the housewife—protecting her furniture, piano, gramophone and woodwork with a beautiful and enduring dustproof polish—but it works wonders on the motor car, too.

JOHNSON'S PREPARED WAX

produces a hard, dry, glasslike polish of great beauty and durability on any finished surface. It forms a thin protecting coat over the varnish, adding years to its life and beauty. It covers up mars and scratches—prevents checking—sheds water and makes a wash last twice as long.

Johnson's Prepared Wax contains no oil—does not become sticky in warm or damp weather and imparts a surface so hard and dry that dust cannot adhere to it.

Johnson's Prepared Wax is but one of the Johnson Products which includes Johnson's Cleaner for use on motor cars that are greasy, mud freckled and stained; Johnson's Carbon Remover for carbon clogged engines and Johnson's Radiator Cement for leaky radiators.

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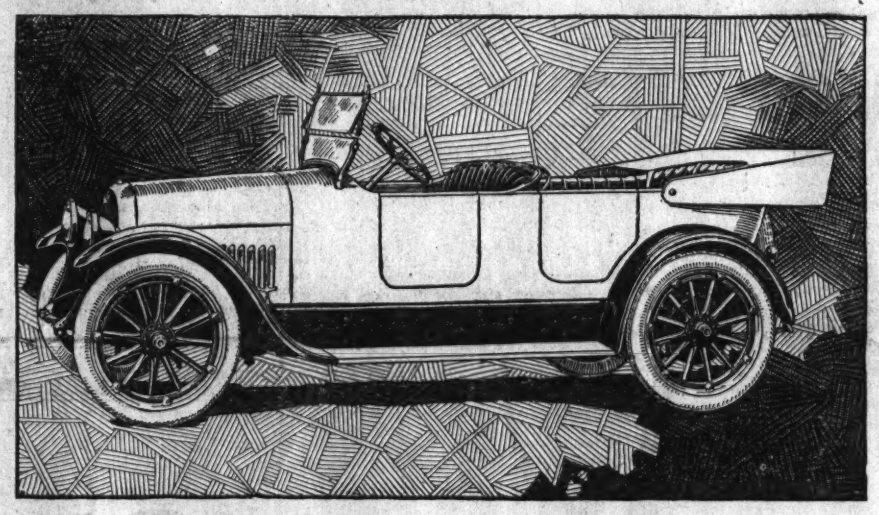

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The thorough satisfaction of this car is evidenced by the thousands of letters from enthusiastic owners.

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Good Condition Of Brakes Factor In Safe Driving

Motorist Cannot Afford To Leave To Chance This Most Important Part Of Car; How To Save Linings

Good brakes on the "old boat" are about the best form of life insurance the auto driver can have. In fact, they are about the most important part of the car. A pretty poor sort of engine will run the car, but to stop it requires the best there is to be had. "Pretty good" will not do in an emergency. You need a motor to get there, but without good brakes you may get too far. Like the orator, you need good terminal facilities.

There is nothing the matter with the brakes on most cars when they come from the factory. There will be little the matter with them at any time if they get the proper care—if oil is put on where it is needed and kept off where it is not needed, and if worn parts are renewed in time to prevent accident. The brakes will hold the car as long as they are in condition; they are sufficient for all needs so long as they are in order. It is the driver's business to see that they are kept in this condition before going out, even if he cannot take time to look after the motor. It may be a matter of life and death before the garage is reached again.

Every car has two sets of brakes, operating independently, of each other and either one should be in shape to hold the car at a standstill, or, in chauffeur phrasing, "slide the wheels." There are other means of braking on the car which will be mentioned later. But the average owner is careless about the brakes. Recently I rode in a car where the driver was afraid to trust either set. The foot brake held under ordinary conditions, but was no good for a sudden emergency stop. The hand brake would hold the car as long as you held the lever, but could not be set, as the ratchet was worn and every time we stopped on a grade I held the lever unless there was a convenient curb to run the wheel against.

Some time ago, out in the country, I came across a smashed new Ford which on a long hill had burned out the brake lining, because the driver did not know, or forgot, that there was another set of brakes which he could use. He might have cut off the ignition and pressed the first speed pedal, which would have kept him at moderate speed by engine compression, or, with this particular car, might have pushed the reverse pedal, which would have been better still.

Drivers should learn to use first the foot and then the emergency brake on long hills. This alternating allows each in turn to cool off, for where there is so much friction heat cannot be avoided, and only by alternating the brakes is there safety from burned out linings.

Using Engine As Brake

The driver should learn also how to use the engine as a brake. By engaging a lower gear and cutting off the ignition the engine under compression will retard the speed sufficiently so that moderate use of the foot brake is enough for safety. Likewise safety calls for slow speed in descending a long hill, as less heat is developed, or at least it is developed more slowly.

Brake linings nowadays do not actually burn out, being made of an asbestos composition. But they char and lose frictional qualities and the fabric is likely to crumble away from the wire woven within it.

A serious cause of brake failure is oil. As a rule this comes from the differential, leaking through the axle housing to the hub and overflowing thence to the brake drums. This may be the result of enthusiasm in lubrication which prompts a too liberal quantity in the differential. Then when the car turns off the crown of the road the oil overflows the casing and the only outlet is the axle housing. And sometimes the play of the parts acts like a pump and sends the oil out along the axle. The remedy is using less oil, and if that does not remedy it put a felt washer in the axle housing.

This consists of a long, thin strip of hard felt wound around the shaft. Wind it, beginning at the wheel end, in a direction opposite to the forward motion of the shaft. It should be fastened to the shaft with shellac and bound with cord in several places. It need not cover more than six or eight inches of the shaft.

A rather unusual case came to my attention a few days ago. Oil on the brakes was traced back through the differential case and through the transmission shaft housing to the transmission case. In this there was a pump action of the gears which forced oil through the transmission shaft housing in such quantity that it might be called literally a flood in the differential and hubs. On this particular transmission case there is a dome. The garage man who vainly sought to stay the flood was told at the car service station to bore a small air hole in this dome and it would end the trouble by ending the pump action. It did.

Oil Needed On Other Parts

But oil is needed upon other parts of the brakes if not the bands. There are many bearings and usually they are oiled with a squirt can. There is not much motion in any of the bearings, but it is fairly constant. Notice when driving, in the city particularly, the number of times the brake is applied, and remember just how the action is taking place in the mechanism. It will make you realise lubrication necessities.

If you do not know where to oil the brakes, look up the lubrication chart of your car in the manufacturer's instruction book and then locate each bearing by inspection. You will find that they collect plenty of road dust which needs to be removed, for this grit makes excessive wear, and wear means a weak part which may break when you need it most.

The springs which hold the brake bands clear of the drums need attention occasionally to see that they do their duty and are not broken. Another thing to watch is the condition of the brake lining. It may become greasy and will not grip the drum. The garage man will burn out the grease with a torch after removing the bands, and you can save this expense by doing it yourself. Soak it in kerosene and apply a match if you have no torch.

The linings wear thin, also, so that the retaining rivets score the drum. Better let the repair man replace the linings, but if you are far from that individual and mechanically inclined you may do the job if you can get the proper lining material, and remember to countersink the rivets. But it is a job better left to the experienced mechanic.

Perfect safety may be had only by observing the foregoing and by keeping the brakes adjusted to work evenly on each rear wheel. Adjustments are made in front of each brake band and on the brake linkage. To adjust, jack up the rear wheels, set the brake and turn the adjustment until each brake when applied holds the two wheels with equal force.

Care Must Be Taken In Shifting Geas

When a car is new and the owner is not accustomed to driving it there is often difficulty in shifting into intermediate gear, either from low or high. This may be due to a slight dragging of the clutch, or, more often, to the fact that the drivers not familiar with the speed of the motor at which the shifts should be made. A little practice is all that is needed. If the rasping of the second gear cannot be avoided and it is thought that damage will be done to the gears avoid shifting from first to second. Accelerate a little more and shift from first to high, and then at the first opportunity consult the manager at the service station, who will give you a little instruction in correct shifting.

LUBRICATING SPRINGS

The job of lubricating the leaves of an automobile spring is not an easy task, as it is usually carried out with a leaf spreader. By placing two jacks under the frame of the car and lifting the end up, the weight of the vehicle is removed from the springs, so that it is easy to work grease and graphite in among the leaves by means of a hacksaw blade or similar tool.

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We beg to inform our friends, and the motoring public generally, that from this date **Messrs. Silvain and Alfred Heimendinger** (brothers of Mr. J. Heimendinger) will be associated with us in our business. Messrs. Silvain and Alfred Heimendinger have just arrived from France, and having had considerable experience in the automobile business, we shall be able to render extended service to our patrons, and undertake all classes of work in connection with automobiles.

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Goodyear Company Forms Industrial Relations Body

The establishment of a council of industrial relations, giving representation to all employes over 18 years of age who are American citizens and have had six months' continuous service or one year's total service with the factory, has been announced by the Goodyear Tire and Rubber company, Akron, Ohio.

This important step in the policy of one of America's greatest industrial organisations vitally concerns more than 20,000 Goodyear workers, as they will in the future have a large voice in shaping the policy of the factory on such subjects as employment and working conditions and reconstruction problems generally.

Democratic Policy

This council of industrial relations will meet with the factory manager, and is intended to be made a broad and comprehensive democratic form of management in keeping with the progress of the times and as a part of the great problem of reconstruction taking place at the Goodyear factories following the return of business to a peace basis.

"During the last two years," says P. W. Litchfield, vice president and factory manager of the Goodyear company, "our organisation was shaped to conform with the war policy of our country, and our own aims and plans were set aside until the emergency was over. That time is now past, and we have started again towards the goal of a greater and better Goodyear. After a period of drain on our resources of personnel, and meeting of problems on an emergency basis, we now find ourselves with our old men returning to us, and we are able to plan in a broad and consistent way."

Council On Relations

The practical working out of the new democratic form of factory management contemplates, in its details, a body to be known as a council of industrial relations, composed of an executive council consisting of five men named by the factory management, the manager and assistant manager of the labor department, two foremen to be selected by all the factory foremen, and six nonsalaried employes. All questions of industrial relations will be passed upon by this body and its first duty will be to formulate a plan to establish a legislative body somewhat along the lines of the national congress which will give representation to the employes eligible to vote.

OLD CARS IN ENGLAND BRING LVERY FANCY RICES

London, England, May 27.—Today's London Times carries an advertisement offering a number of used passenger cars at prices which are staggering, as compared with the original retail ratings. The explanation of the enormous increase is found in the fact that England is suffering from a car famine of unparalleled severity. No passenger cars have been built, except for war service, for over four years and one of the first military orders in August, 1914, commandeered all privately owned cars for army service. The prices given in the table below have been reduced to gold dollars from pounds sterling at the current rate of exchange in New York:

Used Car Price in 1919	Make and Type	Year	Original Price When New
$23,150.00	Rolls-Royce, 5-pass.	1915	$6,250.50
21,992.50	Rolls-Royce, All-weather	1915	6,945.00
20,140.50	Rolls-Royce, 5-pass.	1915	6,250.50
19,677.50	Rolls-Royce, 4-pass.	1914	6,250.50
18,520.00	Rolls-Royce, 5-pass.	1914	6,250.50
10,417.50	Rolls-Royce, Torpedo	1913	6,109.00
7,176.50	Fiat, Sport	1917	4,630.00
6,829.25	Nazzaro, All-weather	1915	3,935.50
5,845.37	Minerva, Landaulet	1913	3,067.37
5,787.50	De Dion, All-weather	1915	3,241.00
4,051.50	Darracq, Landaulet	1916	2,754.85
4,051.50	Germain-Dal'r Sport	1914	3,067.37
3,472.50	Hupmobile, Coupe	1915	2,291.85
2,650.67	Morris-Cowley, Coupe	1916	2,025.63
2,187.67	Calthorpe, Coupe	1917	.....

Cheap Cars No Longer Appeal To The Farmer

Signs of unusual activity among automobile dealers in the farming districts of the middle West are following the recent announcement of the Jordan Motor Car Company's new models, the Playboy and Silhouette. A dealer from Lincoln, Nebraska, who hurried to the Jordan factory in Cleveland, has contracted for 50 cars. Among many other dealers who came to the factory from that section of the country were five from Oklahoma. A flood of telegrams is coming in from other dealers in the Middle West.

These dealers all testify to the wave of agricultural prosperity which is evidenced in the farmers' demands on automobile dealers. Farmers are buying more cars and higher priced cars than ever before. They had a good season last year and early crop reports indicate another big year ahead.

WATCH THE BATTERY

Storage batteries should be examined every 15 days and distilled water added. This applies also to cars laid up for the winter and the battery should be charged at least once a month, otherwise the plates will buckle and an overhauling be made necessary.

Stutz Opens War On Special Car

Nineteen-nineteen will go down in history as a year of discussions. With the international treaty holding the center of the stage and the liquor question coming along hot-footed, the Stutz company enters into the limelight with a startling announcement.

Allan A. Ryan, vice-president of the company, declares that the Durant Special, which was entered in the Speedway races, and which finished second, is the car of 300 cubic inches piston displacement, originally built and raced by the Stutz Motor Company. He backs up this statement by clippings from several newspapers, which state that Durant purchased the Stutz No. 5 and probably would enter it in the Liberty sweepstakes at Indianapolis.

Stutz greatly dislikes having its name removed from the radiator of this car, according to the company officials.

One newspaper writer says that no car ever built, American or foreign, has even equaled the record of Stutz No. 5, which was built in 1914 for the racing season of 1915, when it made its debut on the Speedway and finished in third place.

The car, the Stutz chief says, won races right and left. Gil Anderson drove it in 1915 in the Chicago classic, taking sixth place; at Elgin in the same year it took first and second. The same driver nosed the buggy into second at Minneapolis, being one second behind Earl Cooper's Stutz; and at Sheepshead Bay it won first, establishing a so far permanent record of 103 miles an hour. At Chicago the following year, with Cooper at the wheel, it carried off first honors. This famous racer has been in many other events, in which it gave a good account of itself, and it is said it never failed to finish any race, except through serious accident.

The TRIUMPH MOTOR CYCLE

has more than justified its name. Foremost among the machines used by the Allied Armies in their great achievements stood the TRIUMPH. The JUNIOR TRIUMPH embodies the knowledge gained during the last four years. It is a flexible, easily handled machine, capable of 35 m.p.h., a great climber and most comfortable to ride.

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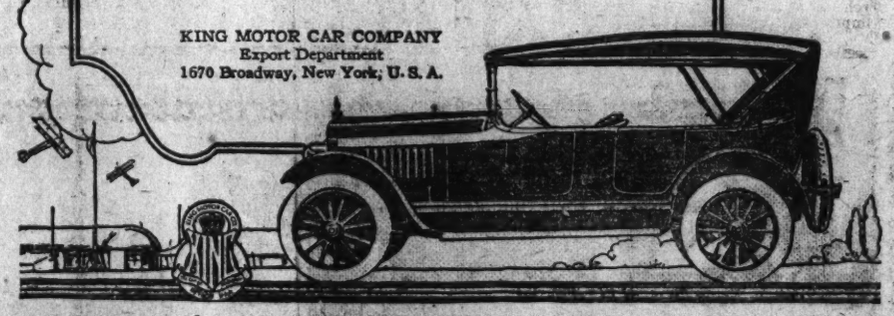

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Minimising Accidents

How The Car Owner Should Conduct Himself When He Is Involved In An Accident

The ancient saying that "accidents will happen in the best regulated families" applies even to so well regulated a class of society as the motoring fraternity, writes William H. Pierson in Motor. This is a subject upon which it is not particularly pleasant to dwell, but nevertheless we all know that accidents involving motor vehicles do occur, though they are usually not due to fault on the part of the man in the car.

But regardless of the innocence of the motor car owner, he may find himself in a very unpleasant legal predicament, unless he takes the proper steps to establish his innocence at the time the accident occurs. It often happens that the car owner is so sure of his own innocence that he neglects to take any steps to confirm his story, with the result that he finds himself in court confronted with a very different point of view of the accident and without definite proof to refute his opponent.

Of course the accident most to be dreaded is that which inflicts bodily injury on some other person. The fact that in almost every case the injured person has been guilty of contributory negligence does not wipe out the motorist's sorrow and regret at the accident, but it does have a considerable bearing on the legal aspects of the case if it is properly substantiated.

Obviously, then, whatever the state of the car owner's feelings may be when an accident happens, it behooves him to keep his mind as calm as possible and note carefully all the attendant circumstances at the time of the trouble. If the motorist feels that the fault has not been his, he should get the names of such persons as witnessed the accident and should point out to them just why he was not to blame. He should measure distances, that from the curb, for instance, or from the trolley track or other point that is likely to be cited in connection with the case. If no tape measure—which, by the way, is useful as a tool-box accessory—is at hand, measure the distance by foot lengths or by pacing. At any rate get them.

The car owner must remember that the witnesses of an accident are quite as likely to be uncertain of memory as he himself is. For this reason the motorist should call to the attention of witnesses particular points in connection with the accident which he knows will help his case when it comes into court. For instance, he should point out to them and demonstrate that the emergency brake is set tight. If the mishap occurred at a street intersection he should impress upon their minds that he had slowed down his car for the crossing and had the vehicle well in hand. He should impress upon them that he sounded his warning signal, so that they will remember it when they go on the stand. If the pavement was wet or otherwise slippery at the time of the accident, he should show the witnesses his chains in place on the tires.

A very important point to prove in court is that the car was in the proper place on the street when the accident occurred. Measurements, corroborated by witnesses, will establish this. If the trouble came about when the car was making a turn, get witnesses to prove that it was making a wide turn, as provided by the traffic regulations.

In the case of an accident happening in a city street, it should be remembered that frequently the most valuable witnesses were not on the sidewalk at the time of the trouble, but in windows of nearby buildings. In a recent accident case the whole aspect of the case was changed by a witness who had obtained a bird's-eye view of the occurrence from an overlooking building.

In the the preparation of evidence in this way, the most practical method is to draw a rough sketch or diagram, on which will appear the outlines and locations of the persons and objects involved. It is comparatively an easy matter to put in the diagram the measurements that are taken and the whole makes an extremely convincing piece of evidence.

When accidents occur at night it is vitally important to prove that the lights on the car were properly lit and adjusted. It will also be essential to show exactly the location of the nearest street illumination.

In an accident which has involved injury to a person, it is very important to establish, if possible, that he has been guilty of contributory negligence. Was he, for instance, "jay walking," crossing the street at a place other than the cross-walk and paying no attention to his surroundings? If it was a rainy day, was the injured person sheltering himself under an umbrella and not keeping due watch? Did the injured man deliberately "take a chance"?

On the other hand, the operator should try to prove that he was driving with all due regard for the safety of other occupants of the highway; that he was looking ahead and not permitting his attention to be distracted by his passengers or by anything else.

It will often be possible to prove by measurements of the car's track, that it was traveling at the time of the accident within the speed limit set by law. When the wheels are locked by the emergency brake, an immediate indication of the condition appears in the tire track and by measuring this the speed of the car can be determined almost to a fraction of a foot. This will frequently constitute an important point, but obviously the proof can only be secured by immediate measurements at the time of the accident. Much of the evidence vanishes unless it it gathered at the moment. Even a day's delay and it is gone.

Essex Climbs A Coast Hill That Has Defied Many

"The new Essex car is following the example of the Hudson in smashing records," said Harry S. Houp, president of the Hudson Motor Car Company of New York.

"By conquering the famous Sierra hill at San Jose, California the other day the Essex added another notch to its hill climbing list. This hill is about three miles long and consists of a continuous series of curves and unusual steep grades. It is a dirt road and after you leave the bottom you do not hit a level piece of ground until you arrive at the top.

"The Sierre grade is declared by many to be one of the most difficult hills in the northern part of the State for an automobile to climb. The majority of cars which go over this steep slope use low gear, and there are quite a number of modern automobiles which are unable to negotiate it at all, in any gear.

"The Essex is the first four-cylinder motor car to officially climb this hill 'in high' and those who know this particular grade will declare when they learn of the feat that this is the greatest performance yet demonstrated by the Essex, or any four-cylinder car, so far as hill climbing is concerned.

"Automobile editors from San Francisco newspapers and representatives of San Jose publications acted as officials of the test. The Essex was set in high gear, the gearshifting lever removed and the socket sealed by one of the appointed observers, witnessed by other officials. The car was started 'in high' and acquired a speed of about forty miles an hour in about 200 yards before it hit the grade, after which it was a steady climb of three grinding, tortuous miles. Never once did the Essex drop below a speed of nine miles an hour, sometimes picking up to as high as twenty-six and rolling over the summit at a rate of fifteen miles per hour. On arrival at the top the seal on the gear-shifting socket was found to be intact."

AND WATCH THE SIKH

Became thoroughly familiar with your local traffic regulations and follow them to the letter.

Pushing The Car Serves As Good Test Of Bearings

In the selection of bearings for his car or truck, the manufacturer takes into consideration two things; cost and performance, according to A. K. Hebnerd, general manager Bearings Service Company, Detroit. With bearings, more than with any other parts of his product, the manufacturer is more inclined to place performance above cost.

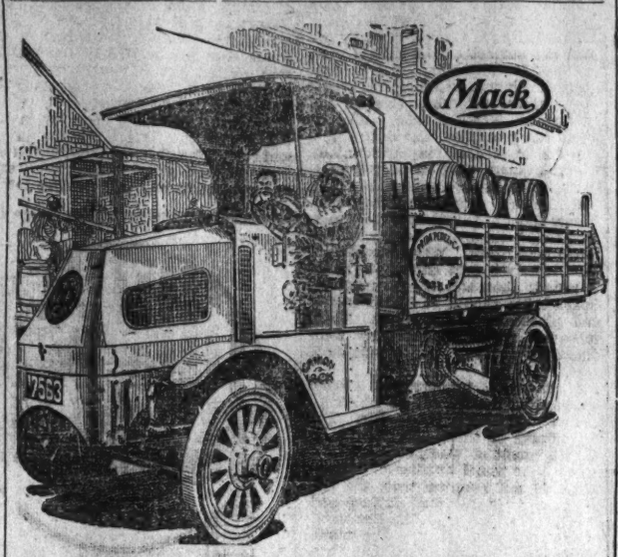
The same quality cannot reasonably be looked for however, in the low-cost car that can be expected in the costly car. Generally you can test out some of the bearings of a car simply by pushing it. It will be found that a high priced car, even when much heavier, can sometimes be moved more easily than a lighter, low-cost car, due to its better bearings.

There are three classes of installations. The first includes bearings on the fan shaft, the clutch and the starting motor, the steering gear, and so on, but these are not to be considered because at these points bearings are not put to any severe test, and initial cost and convenience of installation become the determining factors.

The second class includes the transmission, pinion shaft, or worm, and differentials where the extremely important shafts and gears deliver power to the wheels are supported by anti-friction bearings. Even slight wear in the bearings at these points—unless corrected—allows shafts to drop out of true alignment and throws gears out of perfect mesh. Loss of power and excessive wear on the teeth of the gears inevitably follows the use of interior bearings at these points.

The third class includes the wheel hubs, where the bearings have to work under the tremendous pressure of the car's weight and are also subject to the shocks and vibration incident to travel over rough roads.

Bearings not properly maintained at the wheel hubs, pinion and worm will soon show the evil effects of carelessness on the part of the mechanic or motorist, as will the transmission and differential bearings, although to a less extent. These evil effects will not be apparent only in the bearings themselves, but will also show in the performance of gears, the accurate adjustment of which may be destroyed with ruinous results.



3½ ton AC Mack Lorry—a clean looking, business-like lorry for grocery or produce delivery. Inexpensive to operate.

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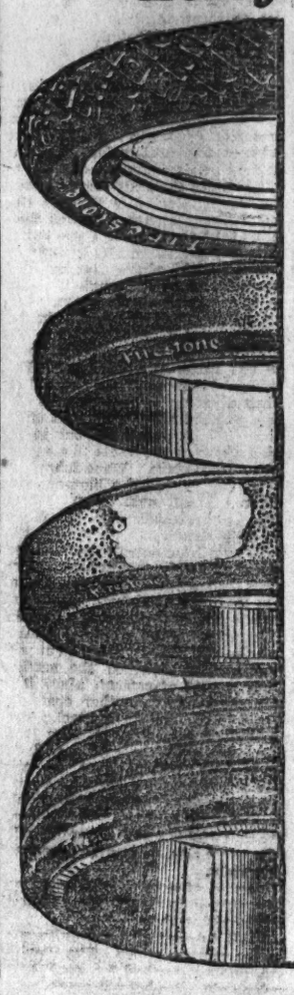

ALL the important improvements in Lorry Tyres are the results of Firestone study and experience. This gives Firestone first place in the field and entitles every type of Firestone equipment to your careful consideration.

Whatever equipment we advise, you can be sure it will have the resilience that insures protection to the mechanism with resistance that secures most wear.

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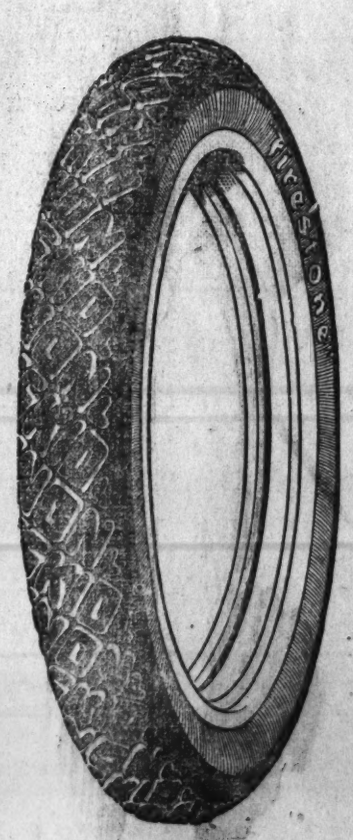
THE CENTRAL GARAGE CO.



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Phone: Central 3809

Making Tires Last Longer

Better And Cheaper Service Obtained By A Little Care—Repairs The Owner Can Make—Advice On Buying

By H. A. Tarantous
(*In Motor*)

Tire cost per mile is governed by three important factors: The quality of the tire; conditions of operation; the care which the owner gives casings and tubes. Every automobile owner who is anxious to cut down tire and tube bills and bring the ultimate cost per tire mile as low as possible must give consideration to each of the three governing factors. At present the average tire life and the average cost per mile are not what they might be, because not all of the three factors are seriously considered. Some owners will buy the very best tires they can get and, by paying little attention to operating conditions, may get a very poor ultimate showing in cost per mile. Opposed to this class of owner is the one which continually watches the tires seeing that proper inflation is maintained, that cuts are plugged quickly that the wheels run in proper alignment, etc. An owner of this class is often heard to say that he obtained 8,000 to 10,000 miles from tires not of the best class. The general rule however, is that no matter what grade or type of tire is purchased, it greatest usefulness will be obtained only if the second and third conditions are met.

Inflation of tires is one subject which every owner should thoroughly understand in order to get the best tire service. That tires of certain size must be inflated to a certain pressure is known by every motorist whether experienced or not, but the trouble with the average owner is that he does not take pressure readings until it becomes necessary to inflate a flat tire. Pressure readings ought to be taken at regular intervals, say once every two weeks, or oftener if convenient. Use a good tire gauge.

A tire of certain size is designed to carry a certain weight only when the pressure of air within is correct. When that pressure is reduced or when the weight is increased beyond that specified, then the tire is operating under conditions for which it was not intended. The under-inflation (or overloading even with the correct pressure) flexes the tire side walls too much. This causes the side walls to break down. In the case of a fabric tire it is likely to cause a crack in the fabric, and while cords can withstand more punishment in this respect than fabric tire nevertheless, cords also are injured by under-inflation.

The object of inflating a tire to a certain pressure is to give it a certain shape which ought to be maintained as long as possible. It is perhaps more important to note the shape of the tire than it is to know the exact number of pounds pressure, but knowing that a certain pressure produces a certain shape one can more conveniently use the tire gauge. To show the importance of using the gauge frequently one maker of tire valves calls attention to the possible loss of a great deal of air in a short time due to a small speck of dirt on the tire valve. Many owners forget or neglect to screw on valve stem caps with the result that dirt makes its way into the top of the stem. A serious loss of pressure due to this leakage would be detected immediately when the owner uses the gauge.

It is generally known that soft tires ride easy and very hard tires cause excessive vibration. The hard tires do perhaps more harm than the soft because the entire mechanism of the car is affected with hard tires and with soft ones the tires themselves take the burden. Some owners seem to get best results by inflating few pounds above that specified counting on loss through the valve during a period of two weeks.

A casing is made up of fabric cords covered with rubber. The rubber or tread is merely a protector for the material underneath. That material is affected by water and oil. When a casing is new there is complete protection to every part of the fabric but so soon as a cut in the tread allows water to get in a rotting action takes place. When fabric rots it becomes weak and a blow-out soon follows. Small cuts soon become large ones extending to the fabric. For this reason it is essential that small cuts be plugged so soon as they appear and not a month later. Tires ought to be gone over weekly and all cuts treated. The process is easy. Simply clean the cut with gasoline after removing all foreign matter. Rub the surface around the cut with sandpaper to roughen the surface. Apply a coat of cement, allow it to dry; then apply another coat and then a third. When it is tacky force tread filler into the cut, trim it so it is even with the casing and the job is done. Where there are large cuts the vulcaniser should be used and instead of plastic rubber special unvulcanised rubber should be used. The material is usually supplied with tire repair sets, or may be purchased separately.

Injuries of a more serious nature than mere cuts should be repaired by a vulcanising shop.

Small tube repairs are quite easy for the average owner. The simplest and quickest method for small holes such as pin holes but not much larger than 1/16 inch, is to use cementless patches which simply require that the patch face be immersed in gasoline, the area around the injury cleaned with gasoline and rubbed with sand paper and the patch put in place. An alternative method is to use the ordinary type of rubber patch and rubber cement. The cement is applied in three successive coats which are allowed to become tacky after which the patch is applied, and pressed down firmly. Both cement and cementless patches should be allowed to set for about fifteen minutes.

Tube patches of large size ½-inch or over should be repaired by means of patches vulcanised to the tube. The stock for patching may be purchased in many forms, the most popular being the sheet variety where the exact size of patch is cut from the sheet. Allow a good margin of safety by making the patch large enough.

Before a tube is inserted in a casing both should be well cleaned. A tire may have a break in the fabric over the surface of the casing. Too much of the talc should not be used otherwise lumps will form and these may injure the tube. One of the commonest troubles with tubes is so-called pinching. In applying a tire the irons used may accidentally pinch a small portion of the tube. A tire may have a break in the fabric and this might cause a tube pinch. Where flaps are used and the flap is inserted so there is a crease in it, a pinch may result. When inserting a tube inflate it just enough to make it round; then slip it into position. Spare tubes should be folded evenly and placed in a cloth bag. Many tubes are ruined because they were placed in the tool box or under a seat.

There are a number of abuses which tires receive, all of which go toward decreasing tire life. The commonest of these is caused by misalignment of wheels.

If a rear wheel wobbles or a front wheel is not running true, the tire scrapes across the road surface and the latter being rough, the tire tread is quickly ground away. The grinding is rapid, so much so, that in a few days a new tire may show signs of wear. This is just one more reason why tires should be examined regularly. Front wheels, more so than rears, are likely to cause rapid wear of the tires from misalignment. The owner, looking at the tread of tire on a misaligned wheel, sees a rough tread surface as though the rubber were held against a grindstone. Skidding and sliding of wheels due to harsh brakes give the same result but the tread probably will be worn in a more restricted area.

Tire bruises may be caused by any sharp objects in the road and strange to say the injury is not always noticeable from the outside. A bruise or fabric injury may be caused by striking a sharp stone, backing quickly against a sharp curb stone, etc. This may cause a break in the fabric and a blowout follows soon after. A properly inflated tire is less liable to injury of this kind than an underinflated tire.

Running in car tracks, in deep ruts, chafing the tires against curb stones are practices which should be avoided as much as possible. Tire chains should be applied snugly but not tight. Chains should be allowed to creep. Remove the chains when the road is dry.

I should like to say a word regarding the purchasing of tires. Some owners are under the impression that it is good business and profitable for them to shop where tires are cheapest. The best way to buy tires is on a quality basis regardless of price, then take proper care of them and your cost per tire will no doubt be as low as possible.

So-called tire seconds should be bought only when a reputable tire dealer sells them and gives a guarantee in writing that a certain minimum mileage may be expected. Figure the cost per mile based on the guaranteed mileage and see if it is lower than a new tire of the right sort. When you buy cut-rate tires, and all tires sold without a guarantee of any sort, you are gambling. They may last 5,000 miles or only 5. At the present time the retreading and rebuilding shops are quite active. Some of these shops in their anxiety to get business, will attempt to rebuild any sort of casing and count only upon the single time customer. A retreading, which is quite different from rebuilding, simply means the application of a new tread. Rebuilding refers to the application of a new tread with some fabric layers. Both processes produce a worthwhile tire only if the original carcass is in good shape.

Poor Contact Hurts Battery

The starting motor takes the current from the storage battery through brushes. It sometimes happens that these brushes for various reasons are not making proper contact, and this means more or less failure of the system. When trouble arises in this system these brushes should be carefully examined. Again, one of the cells of the storage battery runs down before the others, which are therefore called upon to do more work than they are able to handle. Also a grain of grit or foreign matter may be between the contact points of the switch and may make a world of trouble before it is discovered and dislodged.

TIRE GOES THROUGH FLOOR

Automobile tires are often called upon to perform many unusual stunts for which they were never intended and suffer more abuse and neglect than any other part of a car, but it is doubtful if a tire has ever been required to complete a performance such as the one that has been reported from Melbourne, Australia. In a recent fire in a chocolate factory in that city a number of Hupmobile cars standing in an adjoining garage were overwhelmed in the fall of a brick wall. So sudden and terrific was the impact in this instance that an automobile wheel upon which was mounted a Goodyear tire was forced through a hardwood floor, without damage to the tire. Upon examination the tire was found to contain an air pressure of 70 pounds.

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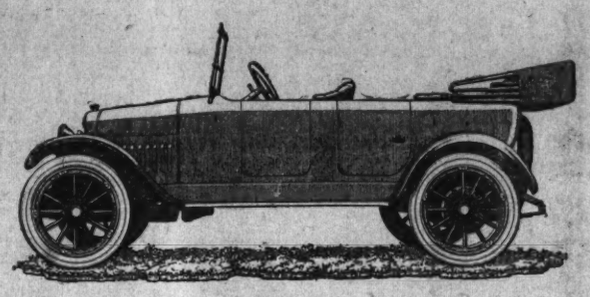

IT seems but yesterday that the Maxwell Motor Car made its debut to the overseas user.

But the story of ease in riding, long service and economy of petrol, tyres and spares to any Maxwell owner was quickly and convincingly told by its performance in every clime and under every condition.

Year after year has demonstrated that the original simple chassis design was correct. 300,000 Maxwell Cars are built upon that single design.

Numerous minor improvements have only served to build more comfort, service and economy and more distinctive style into today's Maxwell.

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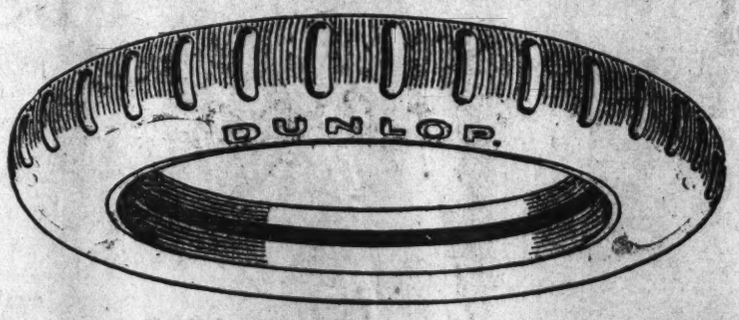

Dunlop Knowledge

The manufacturing knowledge at the back of Dunlop Tyres is born of first hand experience.

The facilities for securing the finest materials, the faculty of blending them, and the skill in building are Dunlop secrets the full strength of which is appreciated by users in better service and greater mileage.

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Contest Writers Describe Methods To Be Followed In Caring For Ford Cars

Prize Winners Tell In Motor How To Deal With Troubles In Braking System; Question Of Oil Is Important

The two articles which follow were written in the prize contest which is a feature of the Ford Motor Company's advertising in each issue of Motor. They deal with troubles in the braking system of Ford cars.

Lubrication Troubles

There are three main causes which result in difficulties in the Ford splash system of engine lubrication and these in order of most frequent occurrence are as follows:

1. Incorrect height or excess quantity of oil in the motor base.

2. Foul, dirty oil, saturated with carbon particles, dust, metal particles, and the waxlike residue common to mineral oils, asphaltum and paraffin.

3. Installation of cheap or unsuitable transmission band linings, causing the oil tube to become clogged with particles or frayed ends.

The first fault, of excess oil, is a matter of detail for the owner. In accordance with the Ford manual, which represents the experience of thousands of Fords, the correct height is slightly above the lower petcock. The usual method of determining the correct amount in the motor is to drain the oil to the level of the lower petcock, closing this up and pouring one pint in through the breather tube. An oil gauge of either the cylindrical glass barrel type or cork float type is procurable at less cost than one can be constructed, and is by all means a desirable accessory, showing as it does the quantity of oil at all times.

To maintain this level without replenishing to lubricate every 25 or 50 miles, through the oil filler pipe, there is a simple arrangement which the writer helped to install on several Ford delivery cars, that worked out excellently, in fact these cars were driven 100 to 200 miles daily on suburban delivery trips, with no oil troubles. These consisted of one gallon tanks mounted under the engine hood, with a small ¼" copper tube running forward to the motor filling tube. A small petcock soldered to the bottom of the tank was connected by a rod through the dash and fastened to the brake lever with the lever in running position the cock was open, and oil regulated to flow 5 to 8 drops each minute. With the car stopped the lever is pulled up, consequently shutting off the oil.

The second fault mentioned, foul and dirty oil, is the result of neglected carelessness. Particles of oil which strike the piston head, that is under face, burn and form carbon. minute particles of metal are rubbed off the surface of sliding and revolving bearings, especially if the oil is already contaminated with grit and carbon, and sand or dust is sucked into the breather pipe. The same oil being circulated around the engine base, gives off the lighter particles first, this going out as a vapor past the piston rings and through the breather tube. The residue remaining is the waxy ingredient of the petroleum product, either paraffin or asphaltum. It is readily understood with this material in the engine base, its lubricating value after a while, is not considerable. The suggestion to empty out the old oil, wash the engine base with kerosene, and refill with fresh oil is essential to proper operation of the motor, without excessive repair bills due to burned out bearings, worn and scored rings and cylinders. Don't regard this old oil poured out of the engine base as a waste; the U. S. Army Truck Corps used every bit of this oil, for wiping over the springs, keeping rust off the under side of fenders and preventing rust on all exposed parts of the running gear. You can use it likewise to an advantage.

The third mentioned difficulty, that of a clogged oil tube, wrecks a motor more rapidly than anything that may happen through the above mentioned faults. A few miles of running in this condition and the front bearings will be burned out and very likely the cylinder badly scored. The remedy for a clogged oil line is to remove the transmission cover and run a flexible piece of wire or cable through the pipe, push the material clogging the tube out through the forward end. Afterward, if a compressed air tank is available, the air should be turned on to clean the feed pipe out thoroughly. As a preventative of clogging the tube, keep particles of lint or waste out of the engine base and use only the best guaranteed brake linings. Time and again with troubles in the oil feed, particles of transmission band linings of the cheap variety, have been removed from the tube. Several suggestions have been made by good mechanics to overcome this trouble. One was to install a larger tube, and another to provide a screen over the rear end. The first suggestion is good but it required some work to remove the original tube and insert a larger one. However, it is a precaution that is all of advisable. The fastening of a screen over the tube would keep out the dirt, but the possibility of keeping the screen clean is a factor. If the entire surface of the screen was not clean, the quantity of oil that could go through would be diminished and for that reason the better method would be in the use of correct linings for the bands and the precaution to keep out lint and rags.

One suggestion that may be of assistance to owners that observe all the requirements contained in the Ford Manual troubled with excessive oiling, fouling the plugs and car bonising the cylinders, is easy to apply and has been successfully used by the writer. Insert an additional gasket under the crank case lower cover. This gasket lowers the channels an amount corresponding to its thickness. The result is, the connecting rods do not dip as deeply and slightly less oil is splashed.

G. A. Luers, Washington, D. C.

Watch The Oil Level

In my experience, I have found the trouble with the Ford lubrication system has been a low level of oil does not produce sufficient lubrication to make good compresison. This is especially marked when climbing hills when the oil recedes to the gear set chamber, therefore, the car has no power and the fuel mileage is low. Gasoline gets past the rings and thins the oil and the trouble is multiplied. Now a high level fouls the plugs and we get that dear old Ford miss which imparts the Swedish movement massage to the occupants of the car and is the big thing all Ford drivers are trying to avoid. If we could have a high oil level, our compression would be good with more power, a faster getaway, more fuel mileage, and the oil could not recede to the gear set chamber on hills. Now, I carry a high oil level with excellent results, as mentioned above, and no ill effects. I have not had a fouled plug for many months, at least one-half a year. Now I have done just four things to produce this result and I will proceed to enumerate them. I have placed a pointed form of ring of the no-leak variety at the top of the pistons. I have beveled the upper edge of the two lower rings so they do not carry oil in front of them, while traveling up the cylinder. I have placed two felt gaskets in the place of the one, between the crank case and its cover, which deepens the space under the crank hangers, which allows it to hold more oil. Last, but not least, I use storage battery ignition which insures a fire every time at all speeds, helping to prevent the foul plugs and I feel that my Ford really has lubrication efficiency.

G. W. Putnam, Aurora, Ill.

CARE ALONE IS CAUSE OF CAR'S EFFICIENCY

Owners Must See That Both Interior And Exterior Are Clean

The car owner should be careful to keep the exterior of the engine clean as well as the interior. Dirt, grease and general filth act as insulators preventing the metal from throwing off heat into the air. Incidentally, this rule regarding cleanliness applies to other parts, such as rear axle, brake mechanism, etc. When mud is allowed to remain on brake rod crevices and other similar parts, it soaks up the oil designed to lubricate the points, which become dry and wear excessively. All such parts as this must be cleaned regularly and have fresh oil applied to them.

Chevrolet Car Used As A Switch Engine

The motor car in its latest achievement is cast in the role of a switch engine.

W. L. Laughland, Chevrolet dealer at Vacaville, Calif., recently received a carload shipment from the factory at Oakland, which was left on a siding station.

Moreover, the car of automobiles was left firmly sandwiched between two refrigerator cars. As there were no more trains through Vacaville that day, and as Laughland had promised to deliver the cars that day, he solved the problem with a one-ton Chevrolet truck.

Taking a truck from his show room floor, Laughland backed down the truck and made fast to a refrigerator car. This was hauled beyond the station. He then drove back and made fast to the car of automobiles, which was brought to the loading dock where it could be unloaded.

RETURNED WAR VETERAN GIVEN DISPOSAL OF STUTZ

San Francisco.—One of the features of the Welcome Home Dhy exercises for the United States Marines and the Navy boys was the presentation of the French Croix de Guerre to Rev. Lynn T. White, D.D., for distinguished heroism in France while serving with the United States Marines at Chateau-Thierry and Bouleau Wood.

This is the first time there has been such a presentation here in San Francisco. The medal was pinned on Dr. White's breast by Major E. E. Lowndes, commanding the Western Recruiting Division of the United States Marines.

Dr. White is pastor of the First Presbyterian Church in San Rafael. He went overseas for Y.M.C.A. service and was with the 5th and 6th Divisions in the terrific fighting which stopped the German advance toward Paris and turned the tide of victory for the allies. He repeatedly crawled into No Man's Land, carrying water, cigarettes and food to marines caught in shell holes, and, disregarding any personal danger, assisted in bringing back the wounded to shelter.

The French Government, learning of his extraordinary heroism, sent Major-General George Barnett, the commandant of the United States marine corps at Washington a Croix de Guerre with the request that it be presented to Dr. White with suitable ceremonies. The presentation book place at the south end of the Ferry building before a regiment of United States marines and in the presence of a vast throng, which included high Army and Navy officials, the French Consul-General and a group of distinguished French officers.

In order to facilitate the movements of Dr. White and Major Lowndes during the parade and the Welcome Home day exercises the Latham-Davis Company, Stutz agents, placed a Goodrich Silvertown equipped Stutz car at the disposal of Major Lowndes and party in their movements about the city.

Packard Building Commercial Plane; Price Is $15,000

The entrance of motor car and truck manufacturers into the commercial production of aircraft, which has been predicted as a result of their wartime activity in plane building, has become an actuality sooner than was generally anticipated.

The Packard Company has opened up the field with the announcement that it will market a two-passenger biplane for about $15,000, this to be sold through its regular motor car dealer organisation.

One order has already been received by the Chicago branch from a Milwaukee man. The first plane will be ready for shipment this month.

Columbia Dry Batteries

Strength and Reliability

are of paramount importance in batteries. Both of these features are to be found in the Columbias. For all-round service they are positively unequaled.

If you need dependable current to run your motor car, give the Columbia a trial. You will never regret it, and we are sure you will become a Columbia enthusiast. They are suitable for either heavy or light work.

If you are looking for current to ring bells; operate telephones and signals; light lamps; ignite tractors or motor boats, use Columbia Batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a Columbia feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

DEALERS—Immediate deliveries can be made. Write for catalogues and details from

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Some one tyre must give to the car owner greater mileage, deeper comfort, surer freedom from trouble—at lower final cost than all other tyres.

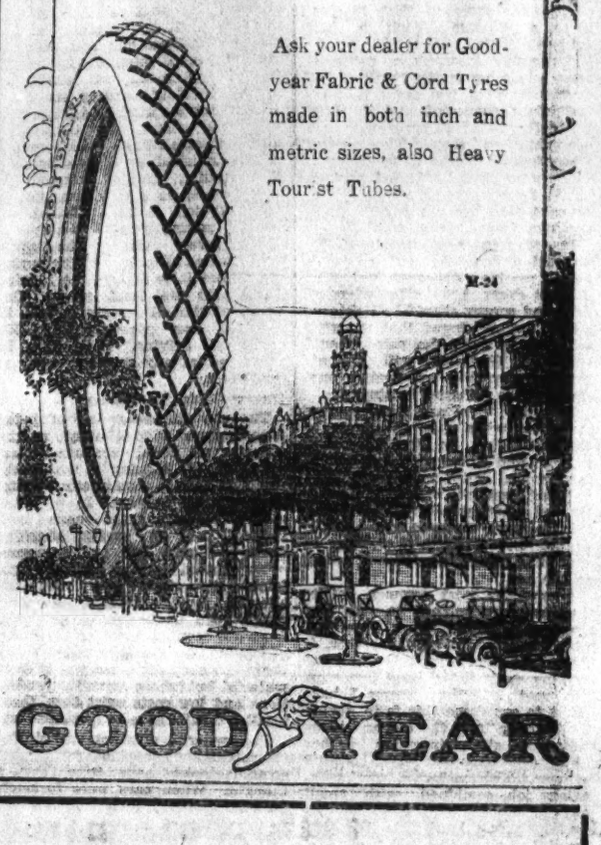
Implicitly we believe that one tyre to be the new type GOODYEAR TYRE.

Its performance in every day service, its enduring favour with the most seasoned and discerning of motorists—its savings in fuel and power—conclusively substantiate our GOODYEAR belief with GOODYEAR facts.

Thousands of motorists are finding tyre satisfaction by simply specifying GOODYEARS whenever they need tyres—you, too, will find this a most gratifying way to solve your tyre problems.

Ask your dealer for Goodyear Fabric & Cord Tyres made in both inch and metric sizes, also Heavy Tourist Tubes.

M-24



GOODYEAR

Your Car is No Good!

If a man told you that you'd argue the point, wouldn't you? Of course, **any** car you can afford to buy and to operate is a good investment—but does the investment remain good?

Is Your Investment Protected?

An investment without protection is like a building without a foundation—likely to topple any time. Yet there are motor-car owners in Shanghai who do not carry accident insurance. Their investments may "go smash" any time. Insure your investment!

MAKE YOUR CAR GOOD!

X.S. POLICIES PROTECT

C. E. SPARKE Insurance Office

Agent, Excess Insurance Co., Ltd.

WHY SHOULD HE WORRY?
HE HAS AN "XS POLICY"!

Concerning Rattles And Squeaks

The words rattle and squeak have many and varied applications and cannot be confined to any species with which every motor car driver is familiar writes an expert. In this class there are all degrees, from the small click to the nerve racking (and sometimes car-destroying) squeak. When either of the above develops in a car it is usually evident that something needs looking after and in general unusual sounds are, or should be, a feature for elimination.

The well known saying that "Happy is the country without a history" can well be paraphrased in the motor world to "Happy is the driver of a car without rattle or squeak."

To locate all rattles and squeaks in a car is not always as simple a matter as might be supposed. One reason for this is that all parts of the car being intimately connected, a squeak or rattle produced at one point is transmitted to different parts of the machine. Sometimes due to the form of material of some particular part of the car the sound will appear to originate at this point when in fact it may be produced some distance from it. The principle is the same as that involved when a vibrating fork is held against a table.

Generally speaking a rattle or squeak in a car is the result of lost motion between two parts that are intimately connected and it therefore follows that all parts of the car are subject to them. The natural places to look for any unusual sounds are the fenders, hood and springs. While there are a number of body squeaks, they are not as common as the ones mentioned above.

In order to keep most of the unusual noises from the car it should receive a thorough inspection at least every 2,000 miles when all bolts and screws should be tightened and if any are found that are without lock washers the same should be added. While this will eliminate the majority there are certain ones that require different treatment.

Naturally there are three courses to pursue when a squeak is to be silenced. First to find the cause next to find a remedy, and last to apply same. If the noise is such that it is not audible when the car is bounced when standing, it is advisable to have someone drive while another tries to locate the source by stationing himself at different points on the car.

Among the most common rattles that cars are subject to, one that requires a remedy other than that which is provided by the maker, is the hood rattle, caused by the hood striking against the hood fasteners. The most effective means I have found to overcome this is to detach the fastener from the car and place a piece of cloth insertion rubber tubing over same and then replace fastener. This makes a very satisfactory job, combined with small cost, as enough tubing can be purchased at any hardware store for twenty-five cents to equip a car.

Another very common rattle is that which is given off at the spring shackles due to wear allowing the spring to move in a plane parallel to the axis of the bolt. While this can be overcome for a short time by tightening the nut it soon appears again and the same process has to be gone through with continually. To place a spring lock washer under the nut next the shackle makes a condition that allows easy action of the spring as the nuts need not be kept as tight as otherwise which interferes with the spring movement, and at the same time all lost motion is taken up by the spring effect of the washer. It must be borne in mind that the nut is not to be tightened until the washer is completely compressed but should be allowed a slight amount so as to not bind the shackles. The placing of the washer serves a double purpose, as it also provides a means of locking the nut on bolt.

Some squeaks are only nerve racking but the majority of them indicate operating defects and as such demand immediate attention or damage will result. That holds true of the springs as well as any other part of the car. Compelled to struggle on alone out of sight and out of mind, striving to overcome friction when neglected, shocked almost to the breaking point by contact of the wheels with holes and road obstructions, wrenched unmercifully by the sudden application of clutch or brakes, still they stand up under the strain. For a spring to operate properly it should be thoroughly lubricated at all times, which cannot be accomplished by the old method of spreading grease between the leaves, which is a very disagreeable and dirty job. A very efficient and trouble saving process is a special oil reservoir which thoroughly lubricates at all points of the spring and allows it to deliver the requirements with the least strain. One filling of the oil reservoirs will be sufficient for approximately 500 miles of driving. They can be purchased at any accessory shop at small cost.

Owner Often To Blame

The average motor car of today is so designed as to eliminate weight, reducing all metal sections where possible, still keeping it within the limits of safety, says another writer on the same subject. In so doing many bearing areas have been reduced, such as spring shackles, brake rod yoke end and numerous other exposed working joints; hinged joints are given over clearance allowing rapid assembly, but after rough road work the bearing surfaces are soon enlarged; some of the above mentioned parts were formerly bushed or carefully fitted and of finer material but where quantity productions and low costs exist then these smaller details have to be passed up.

The owner is often responsible for the rattles and squeaks of his car, but some motorists never give them a thought. When cars were formerly used for pleasure alone and received more attention, they are now used day and night sometimes standing on the street collecting dirt at all exposed bearing and contact surfaces and especially where the sheet metal parts come together, such as the hood, fenders, running boards, and especially the spring leaves if not lubricated collect the dirt which acts as an abrasive and when exposed to rain and snow immediately forms rust with the resulting multitude of squeaks.

Rattles are the result of too much clearance or worn condition of two or more adjacent, or jointed, members such as doors, wind-shields, spring shackles, brake rods, etc.

The writer has eliminated many squeaks by the use of the oil can. Where the sheet metal of the fenders or body come in contact and can have a slight movement and where dirt and water have access, resulting in rust formation, is the place to squirt a little oil.

To eliminate squeaky springs jack up the frame of the car, taking the weight off the springs, and saturate the leaves with kerosene and after running the car for a day or two again saturate the springs with oil that has been drained from the crank case, and after a short run wipe off all excess oil to prevent dust.

Rattling doors can be detected by holding same when driving and can be eliminated by regulating the clearance between the spring bolt and its recess.

Mitchell Makes New Records On Catalina Island

"That the new Mitchell Victory Model Six has all kinds of power and is one of the best hill climbers in the country is no news to New York motorists," says George Stowe, president of the Mitchell Motor Car Company of New York, "but its wonderful hill climbing ability seems to have surprised California motorists.

"Catalina Island, the famous Coast fishing resort, has some stiff hills. A few days ago a Mitchell touring over the map of Catalina Island made a fine record with six persons. There has always been speed to the Island, but never before has there been such speed on it as that shown by the Mitchell, driven by Salisbury, with other newspaper men as timers. A new record of eight minutes flat was hung up for the climb from Avalon to the summit—a distance of four miles and reaching an elevation of 1,400 feet—over the narrowest winding mountain road in Southern California.

"Another record was set when the car was driven to Middle Ranch, a distance of 11 miles in only 28 minutes, while still a third record and the most remarkable of all, was made when the car pulled up on the wharf at the Isthmus just 58 3-5 minutes, after the start at Avalon."

SHAH WAS BRAVE POTENTATE

The Shah of Persia introduced automobiles in his country in 1900, purchasing the finest specimen of a "horseless carriage" that the market then afforded.

A Little Cotton Thread

Cotton fabric is the framework of a tire. Take the fabric out of a tire and it would collapse — just as a sky-scraper would become a mis-shapen mass if the steel beams and girders were removed.

This little cotton thread, with hundreds of others like it, make up the cotton fabric that is the back-bone of all tires. These cotton strands used in making tires are wonderfully strong only when all of their natural vegetable wax and oil which nature has given them are retained.

Miller Tires
GEARED-TO-THE-ROAD

are vulcanized or "cooked" by an exclusive process, by which all this wax and oil are retained. The cotton remains just as strong as nature intended.

The terrific heat commonly used by others chars and drives out this natural wax and oil, taking the strength and the "fight" out of it.

Try a Miller Tire and see for yourself just how much this exclusive Miller process adds to tire life.

THE MILLER RUBBER CO.
Akron, Ohio

SOLE AGENTS
Dodge & Seymour (China), Ltd.

TWO NEW CARS FOR SHANGHAI MARKET!

HAYNES — AMERICA'S FIRST CAR — REG. U.S. PAT. OFF.

HAYNES

The "Fourdore" Four-Passenger Roadster Model 39 ("LIGHT SIX").

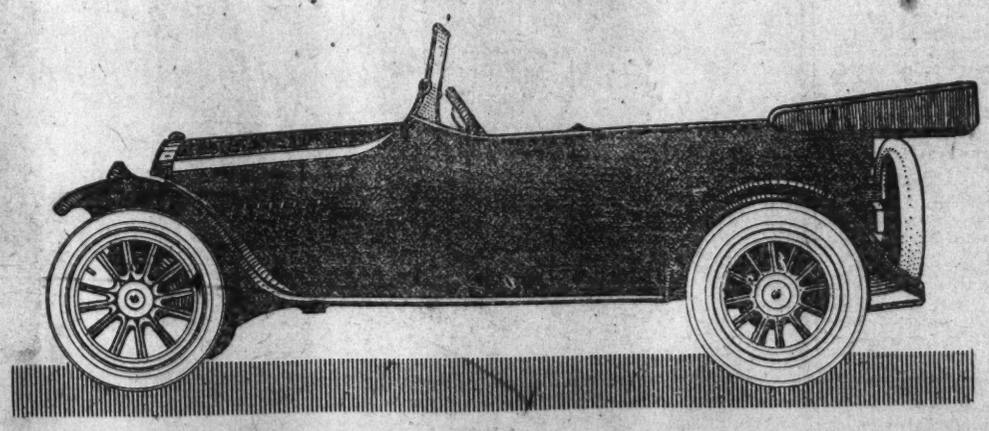
Low-swung and racy in its dominant eye-arresting proportions, the new Haynes' "Fourdore" commands unbounded admiration. It ushers in the latest refinement in this popular model. Easy and extremely comfortable to ride in, it offers decided advantages over the usual run of roadsters.

Seven-Passenger

The seven-passenger car, externally beautiful, is but one of its appealing virtues. It is constructed to provide unusual room without surplus weight. The auxiliary seats are ample for grown-ups, and disappear when not in use.

OAKLAND

"Sensible Six"



There are more than 100,000 enthusiastic Oakland owners in the U.S.A., satisfied with the efficient and dependable performance, combined with economy of operation and maintenance.

Call and inspect these latest models; they are something different to what you have been used to seeing—away above the ordinary.

The China Garage Co.

21 FOOCHOW ROAD
TELEPHONE, CENTRAL 2403

Sporting and Comic Picture Section
Sunday, September 21st, 1919

Bringing Up Father

WHAT DO YOU THINK OF BRUNO - HE'S A POLICE-DOG - I'M GOING TO TAKE HIM ALONG TO MRS. SMITH'S PICNIC
BY GOLLY - HE'S SLEEPY ENOUGH TO BE A NIGHT WATCH-MAN:
1
NOW - WHEN WE GET THERE DO TRY TO ACT LIKE A GENTLEMAN -
WELL - WAIT UNTIL I GIT THERE!
2
COULD ANYTHING BE WORSE -
OH! I'M SO GLAD TO SEE YOU!
MY DEAR CHILD - I WAS AFRAID YOU WERE NOT COMING!
3
WHY - WHERE IS MR. JIGGS - MAYBE HE IS LOST -
OH! HE'S NOT LOST - BUT I'M GOING TO LOOK FOR HIM -
WOOF!
4
HURRY - BRUNO - BEFORE HE GETS TOO FAR AWAY -
SNIF
S-N-I-F
SNIFF!!
5
OH! HELLO - MAGGIE!!
DON'T HELLO ME - GET BACK TO THAT PICNIC AND BE QUICK ABOUT IT -
6
BY GOLLY - I'D LIKE TO POISON THAT DOG -
ISN'T THAT A BEAUTIFUL SUN SET?
YES - FOR SUCH A SMALL VILLAGE:
Z-Z-Z:
7
I'LL GIT AWAY NOW - WHILE HE'S ASLEEP!
8
IF THAT DOG KIN FOLLOW MY TRAIL NOW - HE'S SOME HOUND:
9
BY GOLLY MY FOOT IS ASLEEP:
10
YOU IDIOT: WHERE DO YOU THINK HE WENT - IN THE GROUND?
I SUSPECTED THAT THIS DOG WAS NO GOOD:
11
HEY - DINTY: GIT A LADDER:
HELLO: JIGGS:
12

SHANGHAI, SUN DAY, SEPTEMBER 21, 1919

LAWN BOWLERS RECEIVE PRIZES

Winners Of Championship Singles, Pairs And Fours Awarded Trophies

MACDOUGAL GETS HONORS

Annexed Club Title After Finishing Second In Open Tourney

(By Domino):

Lawn bowlers from all parts of the Settlement wended their way to the Shanghai Lawn Bowls Club's neat little grounds yesterday afternoon and everyone, whether prize winners or losers, victors or vanquished, thoroughly enjoyed themselves and the smiles on all faces were enough to cure all the sore eyes in China.

Shortly after four o'clock 96 wonderful figures faced the camera and when the picture man said "smile," every mother's son did smile. When that proof comes out it should be called after the well known song "Smiles."

There are smiles you see when swimming,
There are smiles you wear at golf,
There are smiles you use when cups are brimming,
There are smiles like Deeks' that won't come off,
There are smiles when "baseball" looks at "cricket,"
There are smiles when Dickie's shooting goals,
But the smiles that really take the ticket,
Are on "Pearshapes" that play Lawn Bowls.

When the picture taking was all over Mrs. Gavin Campbell was introduced by Mr. Allen, the Club's captain, in the neatest of speeches and she gave away the prizes that had been won in the Shanghai Championships.

The lists of those successful ones herewith:

The singles: Mr. A. N. Macgregor. The runner up was Mr. J. C. Macdougal.

The pairs: Messrs. F. Ferrier and Archie Taylor. Runners-up Messrs. W. T. Bissett and A. A. Malcolm.

The fours: Messrs. C. M. Bain (skip), J. Buckley, W. B. Pitt, J. Munroe.

By the way Mr. J. C. Macdougal is in great form this year. Besides being the runner up in the open championship he won the Club's championship on Friday evening when he defeated Duncan Graham by 21-9.

Pictures and prizes having been disposed of, the serious work of the afternoon began. That 96 divided themselves up into fours and then for nearly two hours battled with each other crying out at times, "Good wood" or "Yer narra" or "Wait a minute come in on this side," or "What are you going to have," or "Measure it" or "Carry the jack" or even "What are you doing."

When all the games were over and most of the players had comfortably settled themselves in the little pavilion that is so soon to be demolished the meeting was called to order and the President of the Association, Mr. Gavin Campbell, presented the prizes for the afternoon's sport. History repeats itself and once again did Mr. Bowerman's rink come out the winners of the biggest margin prize. The team consisting of Messrs. Bowerman (skip), Allen, Mackenzie and F. L. Marshall beat Messrs. Eek (skip), Manwaring, Wells and David by 36 points to 6.

The win for the narrowest margin went to Mr. Crosby's team which just won from Mr. Crewe Read's four by one point.

Mr. Gavin Campbell, after presenting tokens to these winners, emphasized the good spirit that permeated the various lawn bowls clubs and thanked all the players for so loyally standing by the rulings of their committees which thus made work so pleasant. Cheers for everyone and good cheer all round brought another jolly afternoon to a close.

The results:

Rink No. 1.

W. D. McCallum (skip)	v.	H. S. Smyth (skip)
P. M. Scott		H. H. Fowler
W. J. Forsyth		J. J. Marshgreen
W. Gater		A. J. Brown
19		38

Rink No. 2.

E. Hunter (skip)	v.	A. W. McCallum (skip)
V. Grundy		D. Campbell
T. Forrest		S. Ward
M. B. Andersen		Arch. Taylor
9		36

Rink No. 3.

C. Crewe Read (skip)	v.	W. Crosbie (skip)
E. Fanstone		J. Frost
C. S. Anderson		J. Keefe

(Continued on Page 3)

Smiles from the Mixed Court

The coolie dock workers' labor organisation, early in its young life, came to grief this week upon the rocks of "direct action" when its members attempted to prevent other and strange coolies from unloading a cargo at the Dixwell Road wharf.

Complaint came in to the police that Chinese were interfering with the departure of a vessel, so officers were sent to the scene.

"This man, Tsue Voong-sung," so the leaders of the obstruction explained, "has hired his own men instead of the regular wharf coolies and we are not going to allow it."

Clearly it was a case of who had the most authority, which was settled by the patrolmen taking the two leaders in custody. They were sentenced to one week each.

Solving The Clothes Problem

Some people collect butterflies or postage stamps but Li Ching-ling was making a collection of long gowns. On September 9, he hurried into the tailoring shop of Mr. Tsang at 484 Chungking Road and asked if the proprietor could not do a hurry job of ironing out his best outer garment.

"Or," he suggested, "you could just loan me one until this is done."

Mr. Tsang was accommodating and the substitute was quickly put on. It was not until afterwards that the tailor discovered that the one left was scarcely worth the ironing. But he did not see Li Ching-ling again until in court.

The next week it was Tailor Mai at 195 South Chingtu Road. Li was in a hurry as usual.

"You see I work in the cigarette shop around the corner," he explained. And he left a jacket in place of the gown.

Mr. Wong was the next victim. This time Li had an appointment at the Great World he explained, for that very night. He got the gown but this tailor took a good look at him, so he would remember. When the gown did not come back he began looking on the streets. One day he saw Li in a crowd and had him arrested.

In the Mixed Court the accused faced a squad of tailors. He tried to explain that the whole crowd of them had had a game and the others had lost their clothes to him, but it was discovered that the gown fancier had once before been in trouble and had been officially expelled from the district by court order last December. This time he will be detained one year before being re-expelled.

All For A Hat

Zu Ping-yoong, a youthful member of the unemployed, found the nights getting cool this past week and turned his thoughts to how he, with empty pockets, might get a hat suitable for the coming season. He would try something original. It was 9:30 on Hankow road and as dark as it ever gets. A ricsha slipped quietly past the occupant reclining well satisfied. It happened he wore a broad-brimmed felt hat. With even less noise than the ricsha Zu cut in behind and deftly seized the hat. The peaceful occupant set up an outcry but the hat was already well down the street and in another minute would have been gone beyond recovery. Chinese Police Constable No. 1040, however, had been standing in the shadows. He stopped the flight abruptly and now Zu's search for a wardrobe has been interrupted by a two weeks' sojourn in jail.

INDOOR SPORTS By Tad

WHY THAT LITTLE GIRL WAS A CLASSMATE OF MINE BACK HOME- THE STRANGEST THING - I JUST HAPPENED TO DROP INTO THAT GRILL FOR A BITE AND THERE SHE WAS- OF COURSE WHEN YOU DROPPED IN UH — —
IF SHE WENT TO SCHOOL WITH YOU SHE MUSTA GONE THERE WITH HER NURSE AND BOTTLE - SHE'S ABOUT 18 YEARS OLD NOW
THAT MUSTA BEEN A BIG SCHOOL HE WENT TO - THIS IS THE 96TH OLD SCHOOLGIRL FRIEND HE BEEN WITH
AH-I KNOW - I - KNOW - MANY'S THE TIME I FOOLED MY OLD LADY WID THE SAME GAG
INDOOR SPORTS
TELLING YOUR WIFF THAT THE BROAD SHE SAW YOU WITH IN THE CAFE WAS A DEAR OLD CLASSMATE
TAD '13

CINCINNATI WINNER OF WORLD'S SERIES

Pat Moran's Reds Beat New York; Sensational Race In American League

(American Press Wireless)

Cincinnati, Ohio, September 16.—The Cincinnati Nationals for the first time in many years hung out the world's championship baseball pennant over the club field by defeating the New York Americans in a much contested series.

Baseball record books show that Cincinnati has won the first World's Series and incidentally the first National League pennant since 1877. The New York Yankees have never before finished first in an American League race.

The consistent showing of the Cincinnati Reds under Pat Moran, who piloted the Phillies to a National League championship in 1915, has been the sensation of big-league baseball this year.

The Yankees, to win the flag in the American League, climbed from fourth place since August 30, if there is no error in the wireless message. On that date Chicago led with Detroit, Cleveland and New York following in the order named.

At The Theaters

What is announced as the first Korean theatrical performance in China is billed at the Isis commencing Monday. The program, which is vaudeville, is gorgeous in costume and features, dancing, songs, and national play. Thirty-six members of the troupe have arrived direct from Korea. For the Sunday program in the afternoon and evening "The Desert Man" in five parts and "Beatrice Fairfax" are shown in pictures.

"Intolerance" is showing in matinee today and tonight and again Monday at the Olympic. It is a grouping of four remarkable pictures, each showing the spirit that has ruined civilisations and blighted happiness in many ages, at the same time pointing a moral.

The Apollo is featuring the western melodramatic picture, "Go-Get-'Em Garringer" in five acts. It is the story of a heroine married to a man she hates, annoyed by unwelcomed attentions, and driven at last to appeal for help to "Go-Get-'Em Garringer." The program is supplemented by Pathe news pictorials and a comic scene by Luke Lonesome. At today's matinee a five-part drama, "The Combat," is shown.

"Thais," a feature film founded on the story by Anatole France, is presented in seven parts in a matinee today at the Victoria and again tonight and tomorrow. It is the tale, as interpreted in the opera of that name, of the fair wrecker of hearts and manly ambitions, the woman who craves half the powerful ones of the ancient city of Alexandria and then, through the influence of one man she cannot subdue accepts Christianity and renounces everything for which she has hitherto lived.

In the New Helen, Pathe's new serial is being shown together with the fifth and sixth episodes of "The Tiger's Trail."

Cricket Club Beats Recs; Navy Loses To Parsees

Fox Makes 73 Runs, Is Star At Bat And In Field For S. C. C.---Sailors Beaten By 109-81 Score

By Domino

E. S. Fox got his first chance to show Shanghai cricketers what sort of stuff he was made of when equipped with bat and ball. He went in first wicket down and began by sending the three first balls that he received to the boundary, then continuing his merry career he walloped the leather about to such effect that before he fell to one of Manley's specials he had gathered 73 runs. Among his hits were two sixes and ten fours. His cricket was delightfully free and if he did make one or two mistakes they were quickly forgotten by the spectators who revelled in seeing 210 hit up in one hour and a half. Fox is a useful man in all departments of the game for shortly afterwards when he was fielding he showed speed and caught two beauties with which he dismissed Wilson and Ryton.

The S.C.C. were at home at the Recs, and in order to give some of the did-not-bats a chance they altered the order of going in and allowed Tait and Wainwright to take first whack. Tait has always been a forceful bat and also likes to face the opening bowlers. Yesterday he got busy at once so confidently that he gave all who followed plenty of pluck and took the sting out of the bowling which to begin with was good. He hit to all quarters of the field and scored his 47 in fine style. Wainwright, Hayward and Fox all followed his happy example and that is why over 200 went up on the board there was still time enough left to put in the Recs and beat them by over 100 runs. It was fine afternoon cricket for a Saturday.

When the Recs went in they had to face the bowling of Hansell and Wainwright and both (but especially the former) were in the very best of form. Hansell put down 15 overs of which eight were maidens, and for the small cost of 20 runs he captured four wickets. The same number of victims went to Wainwright but they were more expensive. Crawfurd, going on late, took the remaining two wickets with only eight runs against his attack.

The fielding of Fox has already been mentioned but as a matter of fact the whole of the S.C.C. side were on the ball all the time and gave one of the best exhibitions that has been seen for some time. Taylor who took Deeks' place behind the sticks made quite a good substitute.

Bhoora was the only one of the Recs to face the attack with any confidence but the batting of the whole side was tame and play became very slow. They would have done better if they had not respected the bowling so much. If the first batsmen had taken a leaf out of Tait's and Fox's book they would have put a much better complexion on the game.

Scores:

S. C. C.

F. L. Wainwright, ct. Bhoora, T. Main	17
E. G. Tait, b. Manley	47
E. S. Fox, c. and b. Manley	73
A. W. Hayward, ct. Willis, W. E. Wilson	51
E. G. Norman, run out	1
W. N. Hansell, c. Manley, b. W. E. Wilson	0
L. G. G. Taylor, not out	5
Dr. H. H. Morris, not out	6
S. J. Deeks, W. S. Read, O. S. Crawfurd, did not bat	0
Extras	10
For 6 wickets	210

Bowling Analysis

	O.	M.	R.	W.
C. H. Bhoora	8	—	42	0
C. Ollerdessen	6	1	34	0
T. Main	10	—	55	1
W. E. Wilson	5	—	34	2
W. T. Manley	4	1	35	2

S. R. C.

A. T. Willis, ct. Hansell, b. Wainwright	2
J. J. Ellis, ct. Norman, b. Wainwright	11
C. H. Bhoora, b. Hansell	39
W. E. Wilson, ct. Fox, b. Hansell	1
H. J. Cooper, ct. Taylor, b. Hansell	0
T. Main, c. and b. Hansell	2
W. T. Manley, c. and b. Wainwright	3
C. E. Ollerdessen, c. and b. Wainwright	12
R. T. Ryton, c. Fox, b. Crawfurd	11
A. F. Ollerdessen, c. Taylor, b. Crawfurd	7
F. C. Ollerdessen, not out	0
Extras	10
Total	98

Bowling Analysis

	O.	M.	R.	W.
W. N. Hansell	15	8	20	4
F. L. Wainwright	13	1	60	4
O. S. Crawfurd	2.1	—	8	2
W. S. Read	1	1	0	0

Parsee C. C. vs. The Navy

This game was played on the Parsee's ground and resulted in a win for the Parsees by 109. Shroff and Damni were the high bats for the winners while Porter with 27 to his credit did well for the Navy.

Scores:

The Navy

Porter, c. Damni, b. Daji	27
Caton, c. Ragi, b. Sethna	5
Grace, b. Ragi	17
Lalor, b. Shroff	0
Woodroffe, run out	0
Cannon, not out	19
Hawthorne, c. and b. Shroff	0
Bickle, run out	0
Dobson, b. Shroff	5
Ellison, b. Shroff	0
Herbert, b. Shroff	0
Extras	8
Total	81

Bowling Analysis

	O.	M.	R.	W.
Shroff	10.2	1	24	5
Sethna	7	0	17	7
Daji	2	0	17	2
Ragi	4	1	15	4

Parsees

Khambatta, c. Bickle, b. Grace	0
R. Shroff, c. Bickle, b. Lalor	28
Sethna, b. Grace	10
Viccajee, b. Lalor	0
Sarkeri, run out	0
S. Shroff, b. Grace	7
Damni, b. Porter	27
Karanjia, c. Woodroffe, b. Grace	0
Ragi, c. Woodroffe, b. Grace	17
Ravarani, not out	9
Daji, c. and b. Woodroffe	1
Extras	10
Total	109

Bowling Analysis

	O.	M.	R.	W.
Grace	8	2	25	4
Lalor	9	0	49	2
Porter	4	0	18	1
Woodroffe	2.1	1	6	2

SHELDON AND POTT WIN TENNIS MATCH

Defeat Japanese Players And Get Into Doubles Semi-Finals

The second round of the Shanghai lawn tennis doubles championship was played off yesterday on the courts of the Cercle Sportif Francais in perfect tennis weather as far as windage goes. The sky was slightly overcast and so towards the end made visibility awkward.

Of the five games contested that of Sheldon and Pott versus Tanaka and Okada was the keenest, the full five sets having to be played before the former players gained the victory. The scores: 3-6, 8-6, 4-6, 6-3 and 6-2.

The Japanese started off well good and strong and took the first set to the tune of 6 to 3. In the second set the Japanese had things to their liking with the score at 6 to 5 but lost the set 8 to 6, double faults giving their opponents the lead. The Japanese won the third set 6 to 4 but lost the fourth 6 to 3.

In the fourth set the American representatives put up a very good up-hill fight and were rewarded for their efforts. The Japanese lost out on the fifth set badly to the tune of 6 to 2. The light by this time had failed and it was with the utmost difficulty that the game was carried to a conclusion.

The following are the results of the afternoon's games: V. L. A. H. Sheldon and W. S. A. Pott beat J. Tanaka and W. Okada 3-6, 8-6, 4-6, 6-3 and 6-2.

Capt. E. I. M. Barrett and H. Toussaint beat J. E. Hargreaves and C. W. Atkinson. 6-1, 6-2 and 6-2.

C. G. Humphreys and J. Elmore beat H. B. Ollerdessen and J. L. Wade. 6-3, 6-1 and 6-3.

J. MacEachran and F. George beat Toyosumi and Nakamura. 6-1, 6-2 and 6-1.

The semi-finals in the tournament are to be played off tomorrow and Tuesday. Both games are to be played on the courts of the French Club at five o'clock.

On Monday Sheldon and Pott will play MacEachran and George and on Tuesday Barrett and Toussaint will play Humphreys and Elmore. Both matches should be close. The final will probably take place toward the close of the week on the Country Club courts.

POSSUM LOSES IN CLOSE RACE

Billy Hill Beaten By T. L. Hu On Triumphant Star In Autumn Handicap

PONY PAYS $212.30 DIVIDEND

Record Crowd Sees First Racing Of Season At Kiangwan Track

Under ideal weather conditions a record crowd yesterday saw Triumphant Star, Mr. T. L. Hu up, snatch the Kiangwan classic, the Autumn Handicap, away from Possum, the hot favorite, in one of the closest races ever seen on the Kiangwan turf. Triumphant Star won by a neck over Mr. Hill's mount and incidently netted each of the 19 backers $212.30. The pony paid $52.20 for place.

The other surprise of the day was a second place won by Mr. D. S. Li, the Nanyang College athlete, who rode Three-In-One in the September Selling Plate, his pony paying $69.90 for place to the 18 ticket holders. Mr. Li made his first appearance on the turf yesterday. Mr. Hill on The Hornbill took first.

The Chinese Gentlemen Riders' Race, provided plenty of excitement. After all the ponies had passed the winning post, due to the fact that the majority of the 12 starters were new riders, many failed to control their ponies. No less than four were thrown from their mounts but none sustained injuries. The restive horses ran away and kicked over several wooden railings but did no damage. The event was won by the Greenfinch, Ralph de Palma and Pessimism finishing second and third.

The Patriotic Plate was featured by a rattling finish, Mr. Heard riding Golden Quill, took the race from Mr. H. F. Hu on Newcastle by half a neck. Mr. J. Liou on Motorist finished third.

The summary of the performances by the jockeys follows:

Names	1st	2nd	3rd
Mr. W. G. Crokam	2	0	2
Mr. A. J. P. Heard	2	0	1
Mr. William Hill	1	2	0
Mr. T. L. Hu	1	1	0
Mr. J. Liou	1	0	1
Mr. S. D. Soo	1	0	0
Mr. Y. Wong	1	0	0
Mr. H. F. Hu	0	2	1
Mr. T. U. Yih	0	1	0
Mr. Z. W. Yu	0	1	0
Mr. D. S. Li	0	1	0
Mr. Dalgarno	0	1	0
Mr. M. O. Springfield	0	0	2
Mr. P. Liang	0	0	1
Mr. Tomano	0	0	1

1.—The Polo Dash Plate.—Value $300; second pony, $100; third pony, $50. For China ponies which have been playing polo regularly this season. Catch weight 155 pounds. Winners of a race of five furlongs or under barred. Jockeys who have ridden more than four winners, to carry five pounds extra. Ponies entered to be passed by the Committee of the Polo Club as having complied with above qualifications.—Three furlongs.

	Ibs.
Mr. Beith's grey Grey Dawn (Mr. Heard)	160—1
Mr. Tucksong's bay Eastern Star (Mr. Hill)	160—2
Mr. Cemos' grey Rising Star (Mr. Springfield)	160—3

Also ran: Lotharlo, (Mr. Grierson); Archibald, (Mr. S. B. M. Bremner); Figaro, (Mr. Crokam); Tiga, (Mr. C. R. Burkill); Potash, (Mr. Toeg) and Persianlight, (Mr. J. Liou).

Won by half a length; one length and a half. Time, 0.44 2-5 seconds.

Pari-mutuel—for win, $32.80; for place, $8.10; $6.00 and $6.30.

Cash sweep—first, $25; second 378; third, 112. Unplaced ponies—95, 357, 70, 499, 325 and 362.

2.—The C. G. R. Race—Value $300; second pony, $100; third pony, $50. For China ponies. Weight for inches as per scale. To be ridden by Chinese gentlemen riders who have not won more than three races. Non-winning jockeys who have started or not, allowed seven pounds. Maidens allowed five pounds.—Three quarters of a mile.

	Ibs.
Mr. San Sing's bay Greenfinch (Mr. S. D. Soo)	151—1
Mr. Lansing's dun Ralph de Palma (Mr. Z. W. Yu)	151—2
Mr Leaf's white Persimmon (Mr. P. Liang)	143—3

Also ran: Triumphant Star, (Mr. Y. Wong); Knave of Hearts, (Mr. H. W. Ip); Three in One, (Mr. D. S. Li); Easter Egg, (Mr. S. F. Ma); White Rose, (Mr. A. S. Yih); Glassangh, (Mr. L. Sih); Little Dipper, (Mr. D. H. King); Azuma, (Mr. P.

C. Wu) and Christmas Day, (Mr. O. S. Lieu).

Won by one length and a half, two lengths. Time, 1.32 2-5 seconds.

Pari-mutuel—for win, $11.20; for place, $6.70; $12.20 and $13.10.

Cash sweep—first, 53; second, 336; third, 497. Unplaced ponies—287, 469, 388, 266, 499, 551, 486, 399, 233.

8.—The Autumn Plate.—Value $300; second pony, $100; third pony, $50. For China ponies. Weight for inches as per scale. Non-winners since January 1, 1919, allowed seven pounds. Any classic winners of 1919, seven pounds extra. Ponies that have won three races this year ten pounds extra. Penalties not accumulative—One mile and a quarter.

lbs.

Mr. Sutterle's grey Ironsand (Mr. W. G. Crokam) ..... 158—1
Mr. Foh Sing's dun Yellow Diamond (Mr. T. U. Yih) 148—2
Mr. Tah Yuen's ches. South Star (Mr. Heard) ..... 155—3

Also ran: Battle Axe, (Mr. Bremner); Kowloon, (Mr. Springfield); New Star, (Mr. S. P. Ma) and Takao, (Mr. Nagai).

Won by one length, many lengths. Time, 2.40 1-5 seconds.

Pari-mutuel—for win, $14.70; for place, $5.60; $5.80 and $5.70.

Cash sweep—first, 22; second, 371; third, 434. Unplaced ponies—403, 443, 652 and 24.

9.—The Patriotic Plate.—Value $300; second pony, $100; third pony, $50. For China ponies that have never been raced previous to January 1 1919, and that have not won more than two races. Weight for inches as per scale. Maidens allowed seven pounds. Classic winners barred.—Nine furlongs.

lbs.

Messrs. Fay and Sabb's skew Golden Quill (Mr. Heard) 150—1
Mr. Lansing's ches. Newcastle (Mr. H. F. Hu) ..... 148—2
Mr. Hart's grey Motorist (Mr. J. Liou) ..... 158—3

Also ran: Salaro, (Mr. Springfield); York, (Mr. Hill) and Reformation, (Mr. W. G. Crokam).

Won by short head, ½ length. Time, 2.24 seconds.

Pari-mutuel—for win, $24.10; for place, $9.00; $9.70 and $6.80.

Cash sweep—first, 632; second 347; third, 270. Unplaced ponies—201, 434 and 109.

5.—The Entente Cordiale Stakes—Value $300; second pony, $100; third pony, $50. For China ponies. Weight for inches as per scale.—One mile.

lbs.

Mr. Santeh's white Railway (Mr. J. Liou) ..... 155—1
Mr. Lansing's ches. Lanchester (Mr. H. F. Hu) ..... 155—2
Mr. Sutterle's ches. Merrysand (Mr. Crokam) ..... 152—3

Also ran: Mr. E. B. Rose's Greysand, (Mr. Springfield).

Won by many length, three lengths. Time, 2.06 2-5.

Pari-mutuel—for win, $9.80; for place, $6.60 and $12.40.

Cash sweep—first, 236; second, 2; third, 10. Unplaced ponies—302.

6.—The Mart Plate.—Value, $300; second pony, $100; third pony, $50. For China ponies that have never been raced previous to January 1, 1919. Weight for inches as per scale. Maidens allowed seven pounds and unplaced maidens allowed three pounds in addition. Classic winners to carry seven pounds extra.—Seven furlongs.

lbs.

Mr. Ta Yuen's grey Great Star (Mr. Heard) ..... 155—1
Mr. H. F. Hu's grey Sans Merce (Mr. T. L. Hu) ... 145—2
Mr. Cemos' ches. Salaro (Mr. Springfield) ..... 158—3

Also ran: Fighting Sea, (Mr. Soo); Ladis, (Mr. Brun); Grey Diamond (Mr. T. U. Yih) and Carbon, (Mr. Dalgarno).

Won by one length and a half, four lengths. Time, 1.48 3-5 secs.

Pari-mutuel—for win, $6.20; for place, $5.20; $5.80 and $6.30.

Cash sweep—first, 301; second, 101; third, 579. Unplaced ponies—99, 422, 20 and 15.

7.—The September Selling Plate—Value, $400; second pony, $100; third pony, $50: For China ponies. Winner if entered to be sold for $300, weight for inches as per scale; if to be sold for $200, allowed five pounds; if to be sold for $100; allowed ten pounds.—Three-quarters of a mile.

lbs.

Mr. Lamerton's brown Hornbill (Mr. Hill) ..... 147—1
Mr Astral's grey Three in One (Mr. D. S. Li) ..... 142—2
Mr. Damet's dun Western Star (Mr. Crokam) .... 153—3

Also ran: Unionist, (Mr. C. T. Chu); The Duke, (Mr. Heard); Attraction Dahlia, (Mr. J. Liou); Woochow, (Mr. S. P. Ma); Wild Cat, (Mr. T. L. Hu); Battle King, (Mr. Dalgarno) and Rocksand, (Mr. Springfield).

Won by one length and a half, half length. Time, 1.33 1-5 secs.

Pari-mutuel—for win, $15.50; for place—$7.70; $69.90 and $17.30.

Cash sweep—first, 121; second, 103; third, 206. Unplaced ponies—408, 460, 516, 515, 499, 131 and 203.

8.—The Autumn Handicap.—Value, $400; second pony, $100; third pony, $50. For China ponies. Handicap weights will be published on morning of the race. The top weight will not be more than 165 pounds. Winners after publication of the weights, five pounds extra.—One mile and a quarter.

lbs.

Mr. Tucksong's grey Triumphant Star (Mr. T. L. Hu) ..... 142—1
Messrs. Winsome and Hasty's grey Possum (Mr. Hill). 141—2
Mr. Nagai's bay Haruna (Mr. Tamano) ..... 145—3

Also ran: Three of Spades, (Mr. H. F. Hu); September Morn, (Mr. Dalgarno); Black Jester, (Mr. Bremner); New Star, (Mr. S. P. Ma); Illumination, (Mr. Crokam); Optimism, (Mr. D. S. Li); Persianlight, (Mr. Heard) and Specialist, (Mr. J. Lieu).

Won by a neck; ½ length. Time, 2.41 3-5.

Pari-mutuel—for win, $212.30; for place, $52.20; $9.90 and $36.10.

Cash sweep—first, 441; second, 200; third, 370. Unplaced ponies—462, 573, 515, 570, 384, 437, 535 and 464.

9.—The Littleton Plate.—Value, $300; second pony, $100; third pony, $50. For China ponies. Weight for inches as per scale. Winners at this meeting, ten pounds extra.—Seven furlongs.

lbs.

Messrs. Lieu Bros.' bay Christmas Day (Mr. Crokam) ..... 155—1
Mr. Kapteyn's grey Kowloon (Mr. Dalgarno) ..... 158—2
Mr. Cloud's grey Sideway (Mr. H. F. Hu) ..... 152—3

Also ran: Battersea, (Mr. Heard); Tyrant, (Mr. Bremner) and Bixboote, (Mr. Springfield).

Won by two lengths; four lengths. Time, 1.48 4-5 secs.

Pari-mutuel—for win, $13.60; for place, $6.90; $16.00 and $7.90.

Cash sweep—first, 406; second, 73; third, 210. Unplaced ponies—57, 522 and 185.

Shanghai Races Next Month

Entries for the 5th and the 6th extra meetings of the Shanghai Race Club will close next Saturday at 7 o'clock.

Rowing Notes

A good deal of keenness is being shown in the training for the coming Regatta which is to be held on the 25th and 26th of next month but some of the griffin boats have not yet got going. The crews should realise that the time is all too short to get properly together.

There are various rumors about Andersen, Meyer and Company's Hong four. This boat has not been on the river yet and two of its crew are dark horses, but some people seem prepared to put a good deal of money on the boat.

Both oil companies will compete although it is yet too early to say anything about the crews. Taihoo will also have a boat this year and it is hoped that Kungpu will also have one. Ewo will endeavor to get a four to defend the cup which they hold but owing to the uncertainty of staff movements this seems a little doubtful.

England, America and Switzerland all hope to have International trial fours.

The houseboat Moon is prepared to enter an eight for the invitation races and it is probable that the challenge will be accepted by the ex-Fire Brigade rowing members. All the members of the Moon are good and the race should prove an interesting one.

Competition For N.R.A. Medal

This annual competition for the National Rifle Association Medal was held yesterday afternoon. Forty-two members of the Defense Force entered and competed. The weather conditions were fine and some excellent scores were registered. The medal was won by Corp. F. W. Snape of the Maritime Company with an excellent scores of 98 points. He was followed by H. W. Lambert of "B" Company British with 97, W. O. Lancaster with 95, R. I. Ito, C. Luthy and W. T. Rose with 94 each. Rose had bad luck at 600 yards. He scored a miss in his third shot after two inners and followed with four running bulls. The following are the results of the competition:

Name	Unit	200 yds.	500 yds.	600 yds.	Total
F. W. Snape,	Maritime Co.	32	33	33	=98
H. W. Lambert,	"B" Co. British	34	33	30	=97
W. O. Lancaster,	Machine Gun Co.	33	32	30	=95
R. I. Ito,	Japanese Co.	28	33	33	=94
C. Luthy,	First Reserves	31	32	31	=94
W. T. Rose,	S.V.C. Staff	32	34	28	=94
G. L. Ilbert,	First Reserves	31	30	31	=92
W. J. Terrill,	First Reserves	32	29	31	=92
K. D. Chen,	Chinese Co.	29	29	31	=89
W. G. Smith,	"A" Co. British	28	31	30	=89
F. T. Smith,	American Co.	29	30	30	=89
C. Reeves,	Maritime Co.	28	32	28	=88
A. F. Diniz, jr,	Portuguese Co.	29	28	30	=87
G. V. Jensen,	Maritime Co.	29	30	28	=87
R. G. H. Cole,	Second Reserves	30	30	27	=87
C. Bedoni,	Italian Co.	29	26	31	=86
H. F. Cranfield,	First Reserves	25	31	30	=86
A. L. Mottu,	Swiss Rifle Club	23	30	28	=36
K. McKelvie,	Shanghai Scottish Co.	29	31	26	=86
H. Lane,	"A" Co. British	31	29	26	=86
M. Iijima,	Japanese Co.	25	27	32	=84
C. H. Ryde,	First Reserves	27	28	29	=84
C. Mills,	S. M. Police	28	30	26	=84
S. A. Ransom,	American Co.	31	25	27	=83
T. Watanabe,	Special Police	28	29	26	=83
G. H. Willder,	Maritime Co.	27	28	26	=81
E. Fasting,	First Reserves	27	27	26	=80
T. Bonichi,	Second Reserves	22	28	28	=78
H. Noisshiki,	Japanese Co.	29	25	23	=77
H. Tobias,	Maritime Co.	25	24	27	=76
S. Kojima,	Japanese Co.	18	26	30	=74
E. Kunert,	Maritime Co.	23	25	26	=74
K. Tsunoda,	Japanese Co.	22	25	26	=73
Y. Tamura,	Japanese Co.	21	21	27	=69
T. Kaiwara,	Japanese Co.	23	18	13	=54
J. Evans,	Maritime Co.	22	24	6	=52

Monthly Shoot Held

The September monthly competition, shot concurrently with the N.R.A. medal tourney, (200, 500 and 600 yards) scores made at 200 and 500 yards count for the first and scores made at 200 and 600 yards count for the second monthly competitions.

The following are the results of the four best scores in each class:

First Competition (200 and 500 yards)

"A" 1 Class:
W. T. Rose ..... 86 (a)
F. W. Snape 65
W. Lancaster 65
G. F. Ashley 64

"A" Class:
C. E. M. Thomson ..... 64 (a)
R. F. Wilner 63
R. I. Ito 61
C. Reeves 60

"B" Class:
H. Lambert ..... 67 (b)
G. V. Jensen 59
F. T. Smith 59
A. L. Mottu 58

"C" Class:
H. W. Dawson ..... 58 (a)
T. Watanabe 57
H. Noisshiki 54
M. Iijima 52

"D" Class:
Y. Kawanami ..... 52 (a)
K. Yamanaka 51
H. Tobias 49
E. Kunert 48

(a) Second leg on cup and winner of spoon.
(b) Fourth leg on cup, cup won outright and promoted to "A" class.

Second Competition (200 and 600 yards)

"A" 1 Class:
F. W. Snape ..... 65 (a)
W. J. Terrill 63
W. Lancaster 63
C. Luthy 62

"A" Class:
R. F. Wilner ..... 65 (c)
H. Lambert 64
C. E. M. Thomson 62
R. I. Ito 61

"B" Class:
K. D. Chen ..... 60 (a)
F. T. Smith 59
G. V. Jensen 57
A. L. Mottu 56

"C" Class:
M. Iijima ..... 57 (a)
H. W. Dawson 55
T. Watanabe 54
H. Noisshiki 52

"D" Class:
E. M. Cruz ..... 53 (d)
H. Tobias 52
Y. Kawanami 50
E. Kunert 49

(a) Second leg on cup and winner of spoon.
(c) First leg on cup and winner of spoon.
(d) Third leg on cup and winner of spoon.

CRICKET IN ENGLAND

(Reuter's Service)

London, September 18.—Cricket: The rest of England beat Yorkshire, the Champion County, by ten wickets.

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Extended Shooting Program At American Company Camp

Many Prizes Offered For Events To Be Held At Annual Encampment Starting Thursday

Rifle matches will be the feature of the annual American Company encampment this year. The 112 members will march from the Municipal drill hall next Thursday afternoon and go into camp at the Rifle Range for four days. The rifle contests will get well under way Saturday and close Sunday. Friday will be devoted to rifle practise.

Capt. S. A. Ransom, who is in charge, has announced the rules that will govern the camp. Men will be under military discipline and will not be permitted to leave without valid excuse.

Special arrangements will be made for men whose business duties make it necessary that they give but part time to the encampment. Some will give but two days to tent life and others will be there only for the nights, being excused during each day.

A complete printed program of events, more extensive than any before, has been prepared by Lieut. Olsen. It shows, in addition, tables and diagrams for gauging marksmanship under varied conditions of wind and distance.

Next Sunday afternoon the Company will be at home to the friends of members and tea will be served at four o'clock. Prizes for the various shooting events will be awarded at that time.

The number of trophies this year has been increased, there being four for every event, four aggregate prizes, three special prizes and the Jacob cup for the highest aggregate score. Two cups are offered for the greatest number of bullseyes and fewest misses, respectively. The following are the events:

Event 1.—The "Officers'" (Four prizes).
Ranges 100, 300 and 600 yds.
Practices 1, 6 and 9 of annual musketry course.

Event 2.—The "N.C.O.S.'" (Four Prizes).
Ranges 100, 300 and 400 yds.
Practices 2, 5 and 7 of annual musketry course.

Event 3.—The "Privates" (Four prizes).
Range 150, 200 and 500 yds.
Practices 3, 4 and 8 annual musketry course.

Event 4.—Platoon Competition

Details will be announced at the firing point. Each man in the winning platoon will be presented with a small button.

Aggregate Prize (Four prizes).

For the four highest aggregate scores without allowances in practices 1 to 9 inclusive. The first prize or grand aggregate carries with it the sharpshooters cup for the year and the sharpshooters' medal.

The Jacob Cup

Presented to the Company by Mr. L. Jacob.

This handsome cup will be won outright by the man making the highest score, in practices 1 to 9 inclusive including allowance.

Bullseye Prize

Presented by three members of the committee for the greatest number of bullseyes made by a competitor who has not won another prize at this meeting.

Practices 1, 2 and 4 not to count.

Fewest Miss Prize

Presented by three members of the committee for the least number of misses made by a competitor who has not won another prize at this meeting.

The list of former winners of the American Company cup follows.

This cup was presented by the American Co. S. V. C. to be competed for each year at the American Co. annual rifle meeting, by teams of three men each, representing each unit of the Defense Forces of Shanghai. A souvenir is presented by the American Company to each member of the winning team and also to the man making the highest individual score.

1908	Won by	S. M. Police	2	Ranges	189 Points.
1909	"	" Reserves	3	"	278 "
1910	"	" Portuguese	3	"	282 "
1911	"	" S. R. A.	3	"	282 "
1912	"	" A. Co.	3	"	283 "
1913	"	" S. M. Police	3	"	277 "
1914	"	" American Co.	3	"	277 "
1915	"	" American Co.	3	"	176 "
1916	"	" American Co.	3	"	276 "
1917	"	" American Co.	3	"	269 "
1918	"	" American Co.	3	"	289 "

Harriers Will Meet Wednesday Evening

The annual meeting and election of officers of the Shanghai Harriers Club will be held at the Rowing Club, Soochow Road, Wednesday evening at nine o'clock. The secretary's and treasurer's reports will be read and the club schedule for the year planned.

Next Saturday afternoon the club headquarters at 3 Kiangwan Road will be opened.

The present officers are: Messrs. E. C. Pearce, president; H. D. Rodger, vice-president; G. Hooper, chairman of committee; T. McKenna, secretary; S. A. Seth, treasurer; J. Smeeden, captain; F. S. Bridges, vice-captain. The membership at present is 53 as against 32 one year ago.

Lawn Bowlers Receive Prizes

(Continued from Page 2)

G. Bloom	E. O. Thomas	
17		18
Rink No. 4.		
R. C. Aitkenhead (skip)	W. S. Featherstonhaugh v. (skip)	
J. S. McGavin	T. Snand	
A. R. Scott	G. MacSweeney	
W. R. Kinipple	J. McPherson	
15		21
Rink No. 5.		
A. McGregor (skip)	P. H. Robinson v. (skip)	
F. George	W. B. Pitt	
N. W. Peach	J. Norbury	
F. Lloyd	S. Chilver	
22		22
Rink No. 6.		
J. J. Sheridan (skip)	A. A. Malcolm v. (skip)	
H. E. Peck	J. Scotson	
G. Wootten	S. Green	
C. P. Dawson	E. Payne	
20		29
Rink No. 7.		
J. Munro (skip)	J. T. Disseldulf v. (skip)	
J. D. Gaines	J. E. Lucas	
E. Noakes	J. Walker	
T. Poignand	D. M. Graham	
25		8
Rink No. 8.		
R. Simmons (skip)	J. Park v. (skip)	
P. W. Ephgrave	F. Large	
J. L. Broughton	R. K. Hamilton	
C. Richards	A. E. Hayward	
19		14
Rink No. 9.		
W. T. Bisset (skip)	J. C. Macdougall v. (skip)	
R. Dorrance	A. J. Stokes	
H. Landers	A. T. Downie	
J. Brewer	J. Valentine	
32		16
Rink No. 10.		
A. Eek (skip)	R. J. Bowerman v. (skip)	
G. Manwaring	A. S. Allan	
J. D. Wells	D. Mackenzie	
N. David	F. L. Marshall	
6		36
Rink No. 11.		
C. M. Bain (skip)	F. Ferrier v. (skip)	
C. J. Head	J. Shaw	
F. Downs	F. A. Sampson	
L. W. C. Lorden	W. N. C. Allen	
18		21
Rink No. 12.		
G. L. Campbell (skip)	P. B. Critchley v. (skip)	
A. Mackintosh	H. Manwaring	
G. Wingrove	R. W. Wells	
D. S. M. Gubbay	Dr. Ross	
17		22

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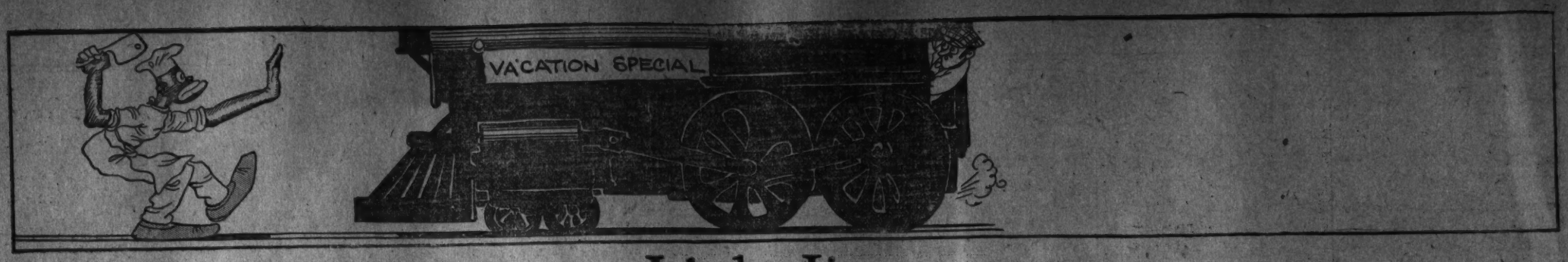
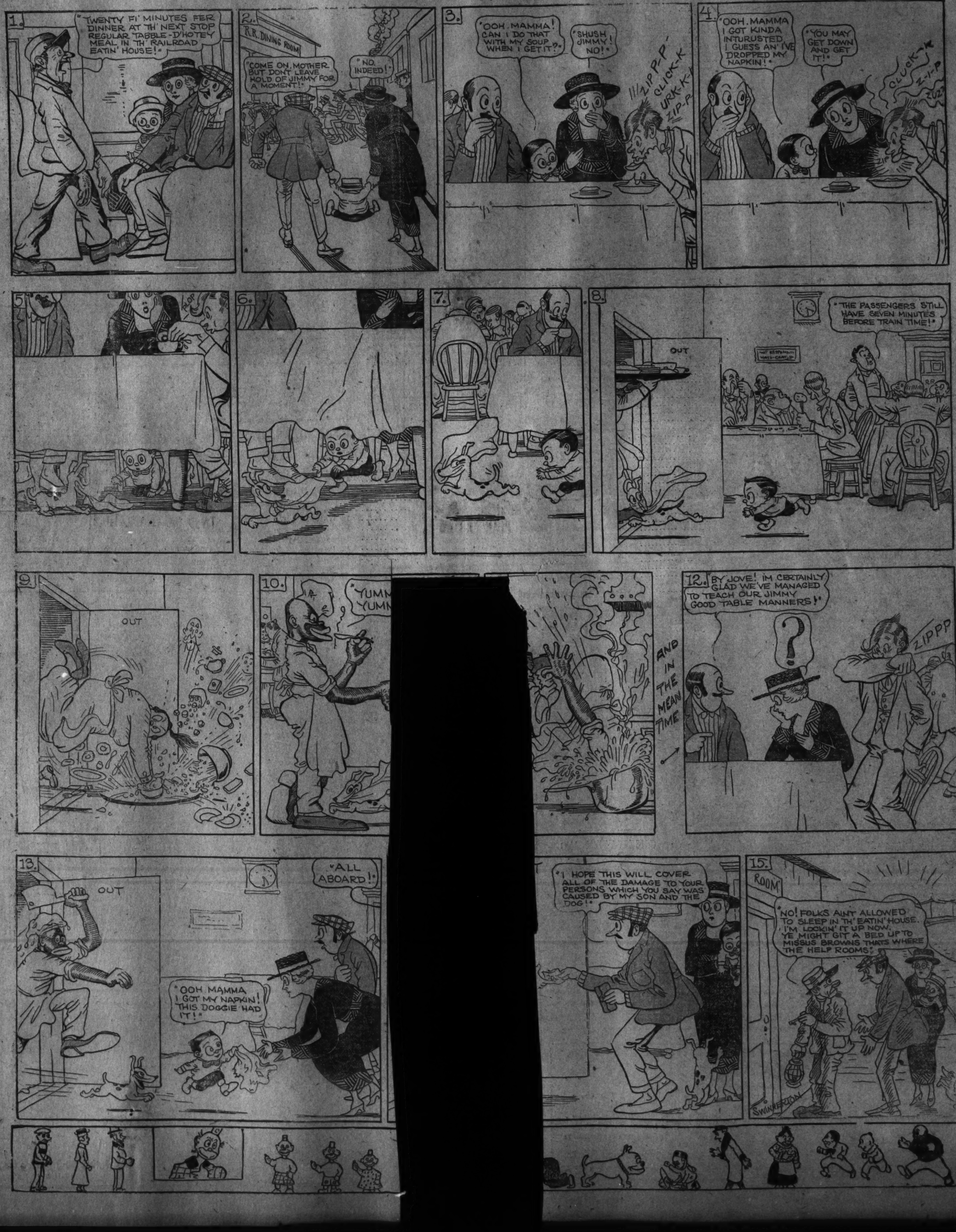


Little Jimmy


1. "TWENTY FI' MINUTES FER DINNER AT TH' NEXT STOP REGULAR TABBLE-D'HOTEY MEAL IN TH' RAILROAD EATIN' HOUSE!"
2. R.R. DINING ROOM "COME ON, MOTHER BUT DON'T LEAVE HOLD OF JIMMY FOR A MOMENT!" "NO, INDEED!"
3. "OOH, MAMMA! CAN I DO THAT WITH MY SOUP WHEN I GET IT?" "SHUSH, JIMMY! NO!" ZIP-P-P' CLICK-K URK-K-K ZIP-P
4. "OOH, MAMMA I GOT KINDA INTURUSTED I GUESS AN' I'VE DROPPED MY NAPKIN!" "YOU MAY GET DOWN AND GET IT!" CLUCK-K Z-I-P ZUZ ZIP
5.
6.
7.
8. OUT "THE PASSENGERS STILL HAVE SEVEN MINUTES BEFORE TRAIN TIME!"
9. OUT
10. "YUMM YUMM
AND IN THE MEAN TIME
12. BY JOVE! IM CERTAINLY GLAD WE'VE MANAGED TO TEACH OUR JIMMY GOOD TABLE MANNERS!' ZIPPP
13. OUT "ALL ABOARD!" "OOH MAMMA I GOT MY NAPKIN! THIS DOGGIE HAD IT!"
"I HOPE THIS WILL COVER ALL OF THE DAMAGE TO YOUR PERSONS WHICH YOU SAY WAS CAUSED BY MY SON AND THE DOG!"
15. ROOM "NO! FOLKS AINT ALLOWED TO SLEEP IN TH' EATIN' HOUSE. I'M LOCKIN' IT UP NOW. YE MIGHT GIT A BED UP TO MISSUS BROWNS THATS WHERE THE HELP ROOMS"
SWINNERTON